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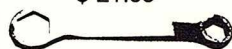
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TRAIL RIDER

M A G A Z I N E

September 1991
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On the cover: Steve Formanek Jr. wears his race face in the NETRA King Philip enduro. Steve didn't win it, he had a little competition from Kevin Hines, but there's always the next time. Photo by Mike Snyder, who really does a great job, doesn't he?



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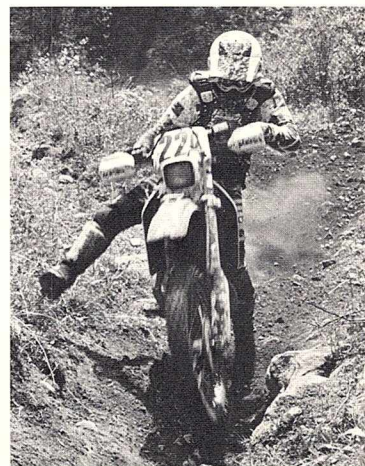
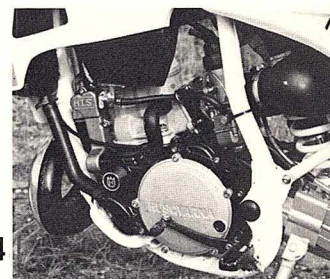
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Warning: Motorcycles are hard, unyielding objects at best, and the flesh is weak. Crashing on a motorcycle is always hazardous, no matter how many times you've dusted yourself off and walked away. Protective gear is a good idea for even the most careful rider. Wear gloves, goggles, a helmet, sturdy boots and anything else you can wrap around your body without sweating away to nothing. And please be careful.

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UNCOLLECTED THOUGHTS

By Paul Clipper

There was no doubt that I had to stop for a minute, to gaze out across the landfill (this is New Jersey, you know) and feed the deer flies. The sun was setting all red and runny in a typically beautiful summer evening sky. The bike sat there, ticking contentedly as swallows darted around in the dusk, finding their last few bugs before they had to turn the night over to the fruit bats...and here I thought I was the only fruit bat out there.

Certainly I was the only one out there on a bike, and the night was creeping in just as regularly as it has for the past 38 years, as far as I know, and I have it on good authority that no one managed to slow down nightfall a whit even before that. How does it go...

*Do not go gentle into that good night,
Old age should burn and rave at close of day;
Rage, rage against the dying of the light.*

To which I would add *for what good it does you*. The quote is from Dylan Thomas for all you

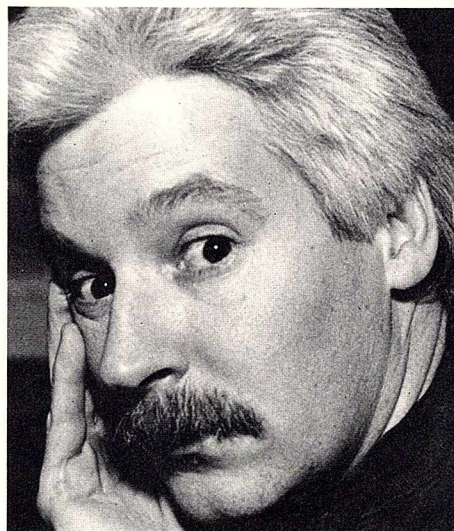
Lit Freaks out there, from a poem called *Do Not Go Gentle into That Good Night*. And yes, I had to look it up. I knew the rage, rage part, but I had to get the phrasing right if I was going to go to the trouble of quoting it.

You see, this is one reason why a writer always has the last word—we can look things up, construct carefully crafted sentences and come off like we're some sort of Language Beast who can slay any dragon with a few witty remarks at a moment's notice. Actually, any of you who know me realize that I am all but mute in person. I couldn't talk my way out of a seventh-grade debate squad...although I could lay waste to a spelling bee, given the chance.

The interesting thing about all this is that the

day we're dealing with here was also the time of a much-lauded total eclipse of the sun, although it hadn't really occurred to me at the time, and it really only affected Hawaii and Baja California in this hemisphere. Still, it was curious to find myself contemplating the setting sun from the edge of a dump while a large portion of the electronic media was getting loopy over the moon getting in the way of a potential sunburn.

But I digress, and pretty badly, too. The point is, it was a beautiful evening, I had escaped for an hour of riding, and I was loathe to go back. For where I come from, the lights are all fluorescent, and various electronic devices hum and click and whirr incessantly while the



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Magazine-Making Machine lurks like a mean-spirited gnome under my desk. Sometimes I get so caught up in the work that when I walk outside and straddle my bike I think *Whoa! So this is one of those motorcycle things they've been talking about in Trail Rider! I wonder if I can throw a roost with it...or maybe do a wheelie!*

It's a pretty sad sight, but one that occasionally ends with me wobbling off into the distance on said iron steed and coming back in a couple of hours with the scales peeled from my eyes and a whole new attitude. Let me go away for a weekend and I'm almost happy to see the computer screen again.

Even at Trail Rider, the work can turn into a grind at times, especially in the summer when there's so much else to do. But when the walls start closing in and the top of my head gets soft from too much input, it's a good feeling to know that there's at least two motorcycles and a gaggle of mountain bikes upstairs waiting to carry me away.

Some people do the same thing with alcohol, or Valium, or Controlled Dangerous Substances. You and I know that riding is the best therapy, and I wish we could convince our state, federal and local governments of that. But any-

body who is heavy into physical activity is looked at as a curiosity, and in a lot of cases, a dangerous curiosity. Any local news program running at 200 watts or above has done a "human interest" piece on someone locally who's obsessed with jogging. Maybe this person is boning up to run the New York Marathon, and hopes to just finish it, and they run maybe 100, 150 miles a week, a task most normal people look at and *simply cannot believe* that a fellow human being would do that to himself.

You look at them, and you *know*. Here's an exercise addict; someone who isn't comfortable unless he or she has been physically stretched to the edge, looked over and gotten high from it. We do the same thing on a motorcycle. Yet, although this jogger person is a humorous curiosity, someone you might beep at on the way to work, a local motocross racer or aspiring Six Days rider is a nuisance, hunted by the police and hassled at any opportunity.

Hey, we could be drinking ourselves into an early grave, or smoking crack in a filthy tenement out on the edge of skid row. People do that, every day, looking for kicks. Looking for a thrill no different than the thrill you felt the first time you managed to do a little wheelie, or the first time you really railed a berm, or took a jump

that felt as natural as flying.

For us, riding is the best therapy.

It is the solution for drug abuse, alcohol abuse, tobacco addiction, sloth, greed, envy, hate and coveting thy neighbor's wife. It is a form of recreation that can take the place of all these activities because, done properly, it is the highest high you can get. Riding a dirt bike can reduce all those other activities to the level of cheap thrills, pale in comparison to one-down four-up clutch gas go.

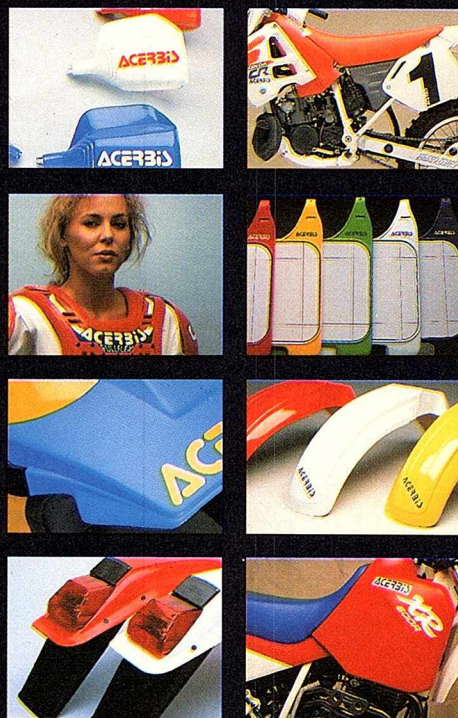
Without motorcycles, we'd be pot-bellied, gray-skinned, boob-watching zombies, and lots of other people know that. This is one reason why we are enjoying a political administration that wants to curtail every activity that smells of fun—we're a lot easier to manipulate if we're brain-dead in front of the television. If we're out riding in the woods, we're active, alert, looking at things and aware of what's going on around us, which is a much greater threat to an ambitious politician than a junkie who doesn't vote.

So the message is this: keep riding, keep writing letters to your state representatives, and enjoy being alive. Stop to admire the sunset now and then, too. It's a beautiful thing, even if you're watching it across an old dump. □



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TRAGIC ACCIDENT

NETRA rider Bob Nyholt was injured during the Cockaponsett enduro this past June, and he needs our help. Bob caught a ledge wrong and went over the bars, seriously injuring his spine. As it stands now, he is paralyzed from the chest down, and it does not appear that he'll be able to walk again. Bob is 29 years old, a NETRA A rider.

A fund has been started in his name, to help pay for the staggeringly high medical bills and future rehabilitation. With the right kind of treatment and care, Bob may be able to recover from this, you never know with spinal injuries. But he can't do it penniless, so send a donation to the NETRA office, at P.O. Box 478, Ellington CT 06029, or call them about it at (203)875-5757.

CENTRAL BERKSHIRE DISCOVERED

We went out this month and rode the NETRA Central Berkshire loop, one of the jewels in the NETRA Trail System crown. The ride started in Dalton and wound its way up into the Berkshires proper, over some of the trails used for the 1973 Six Days, or so we've been told. The only problem with the ride is that we happened to pick a day that started with a torrential downpour, and then settled out to be just foggy and wet...and cold! We'll have a report on the ride next month.

NEW BORDERLINE

Speaking of the Trail System, those of you who have been reading Trail Rider for some time are familiar with the Borderline Loop. We've done a feature on that trail, as well as ridden the Tri-State turkey run a couple of times, which uses a large part of that trail. Well, the Borderline has been revised, and a new route sheet is available from the NETRA office—if you have the old one, all you have to do is send it back and they'll replace it.

If you haven't ridden the Borderline yet, by all means, get a route sheet and do it. Join NETRA for the privilege if you have to, it's well worth the expense. The Borderline is probably one of the more rock-free routes in northern Massachusetts, and just plain fun riding.

KNOX CANCELED

By now, you have all heard about the cancellation of the Knox Knockabout enduro on June 29, at least all of you NETRA readers know. We received a call from the club on that 8:00 in the morning on the Wednesday before the event, and it looked like there was no way the run was going to happen. Then, at 11:00 that night, we received another call, saying the event was back on. Finally, the following afternoon the last word came: the event was well and truly dead.

What happened? A majority of the trail was laid out on Water District land, and you're not allowed to do anything in watershed territory that will promote runoff (it silts up the reservoir and then the town needs an expensive filtering system for their water supply). The club had been using this land for years, with only verbal approval from one member of the water commission, and when an environmental zealot saw the arrows the week before the event the roof came down.

It's unfortunate that Knox lost the event, and future rides out of the Southampton farm are in question, since the affected land is all around that location. We can learn a lesson from it though: know where you're getting your permission from.

ECEA BATTLE

Kevin Bennett and Jack Lafferty Jr. are going at it again, for what, about the fourth year? Both Bennett and Lafferty are trying to hit as many nationals as they can, but when they're in town, they go for each other's throats. KB seems to have the upper hand in the points right now, but this is one fight we can't bank on, week to week.

Bennett has recently switched mounts, as well. He retired the CR250 that he's been campaigning the last two seasons, and instead he is now thumping through the woods on an XR250. Don't laugh, he's just as fast, and probably twice as crazy! He came out to the Rhody National sandpit hare scrambles and proceeded to win the A Four Stroke class, which, if you're keeping track, means he pocketed \$500 in Honda money for that event. "I never won anything like that on the CR...I think I like this!" he was quoted as saying by Norm Chatigny, his patron at Fairway Cycle. Since then he's won at least one ECEA enduro; we'll see how he does at the nationals on it.

Lafferty, in the mean time, is still ripping up the woods on his KTM 250EXC, and seems perfectly happy to stay that way. Don't know how much he likes being beaten by a guy on a four-stroke, though....

HUSKY LEADS

Kemp Stewart has a commanding lead, as this is being written, on the NETRA Enduro Series. Kemp is sponsored by Cagiva North America, and he rides a Husky 250WXE. Right now, he has 180 points over KTM rider Steve Antoniou, and if his lead carries on to the end of the season it will be the first time in history that a Husky has won the NETRA enduro championship...correct me if I'm wrong, but I think that's true—even in the heady days of Husky's domination of everything offroad in the rest of the world, they never cracked New England. Only five runs to go.... □

WHERE TO RIDE

September


9/1 Vintage Iron II Turkey Run
Allentown, NH
9/1 NC Hare Scrambles Series
Denver, NC
9/7 NETRA Kings Brook Jr. Enduro
Palmer, MA
9/7-8 Burr Oaks GNCC
Millfield, OH
9/8 NC Hare Scrambles Series
Wisco, NC
9/8 NETRA North Mountain Enduro
Windsor, MA
9/8 NY State Hare Scrambles
South Edmeston, NY
9/8 Ammonoosuc River Turkey Run
Swiftwater, NH
9/14 NETRA Skiparee Jr. Enduro
North Petersburg, NY
9/15 NC Hare Scrambles Series
Lazy River Campground, NC
9/15 NETRA Skiparee Hare Scrambles
North Petersburg, NY
9/15 ECEA Michuax Enduro
Shippensburg, PA
9/15 VCHSS Stoney Broke H.S.
Waynesboro, VA
9/15 Jeff's Turkey Run
New Boston, MA
9/21-22 Hardrock GNCC
Mt. Morris, PA
9/22 NC Hare Scrambles Series
Wisco, NC
9/22 Moonshine Enduro
New Philadelphia, PA
9/22 NETRA Mohawk Enduro
Adams, MA
9/29 NETRA/ECEA Little Rhody Enduro
West Greenwich, RI
9/29 VCHSS Blue Ridge #2
Martinsville, VA
9/29 NC Hare Scrambles Series
Beachnut Park, NC
9/29 NY State Hare Scrambles
Moravia, NY

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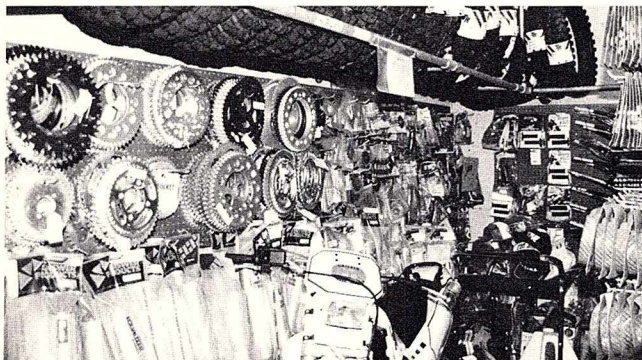
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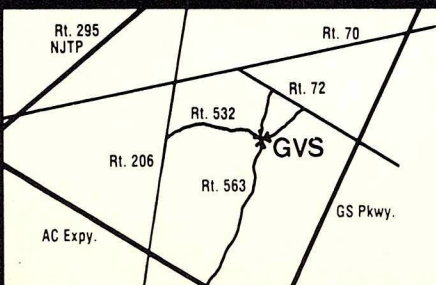
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FLAT RIVER

Everybody we know from St. Louis has been hitting us hard with the Flat River Grand Prix; they want us to come out there and do it. Ron Ribolzi has been after us, everybody from Donelson...it must be a big deal! It is a two-day event, with ATVs and Vintage bikes racing on Saturday, and the motorcycle grand prix on Sunday. The race itself starts on Main Street in Flat River, Missouri, and from there goes up into the hills of St. Joseph State Park, right in the foothills of the Ozarks. Sign-up starts at 7:30 AM on Sunday, and the race goes off at 12:30, with an entry fee of \$20 if you do it now, or \$25 on the day of the event.

It sounds like a ton of fun, although we'll probably not be there. The dates are October 5 & 6, 1991, and if you want to learn more about it, call (314)427-1204.

PEDALHEADS

If you didn't see last month's issue with the free copy of *Sport Cycle* inside, get in touch with us and we'll see that you get a copy. *Sport Cycle* is our new mountain bike book, and we're going to have just as much fun with that as we do with *Trail Rider*. Subscriptions, by the way, are \$12 a year, for 6 issues; and if you haven't

subscribed yet, what are you waiting for?

CLOUD RACE

This July 4th's Pikes Peak Hill Climb was a success, Sidney Dickson tells us. Sid went out to race in it and he says it brought all the old flattrackers out of the woods. The race is up the main tourist road to the top; don't remember how many miles it is, but it's mostly unpaved and contains something like 150 turns on the way up. The fastest guys were doing it in just under 15 minutes.

One of the fastest bikes up there was ridden by a blast from the past, Arlo Englund. You all remember Arlo from National MX racing back in the '70s and '80s; well, he rode a 1991 Husqvarna WMX250 and scorched up the thing in a hair under 13:30. Arlo was beaten by two other guys in the Open Pro division (he was riding 250 Pro), Brian Anderson on a Woods 600, and Davey Durrelle, also on a Woods (named for Ron Wood, the Rotax four-stroke/flattracking tuner). Brian posted 13:24 and change, Davey did a 13:28.

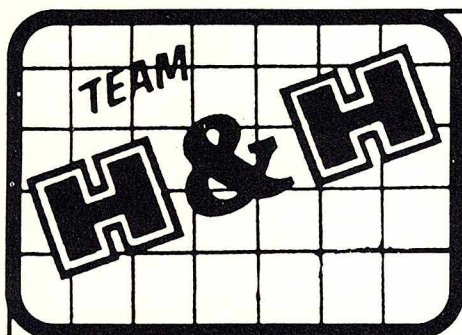
Larry Roeseler was there, he won the 500cc Pro division, after falling during practice and skinning most of the meat from the back of one of his hands. Larry was on a Kawasaki 500, and did the hill in 13:40.

Scott Dunlavey won the 500cc Amateur division, with a 14:18, and Al Trzyna won Open Amateur, with a 14:21. Sidney rode the hill on his XL600, finished eighth out of nine in the Open Amateur class (he actually beat someone!) with 17:01 on his score card. There's a chance that Sidney may write us something on this event, and if we can read it, we'll print it!

STAY AWAY FROM SILICONE

Sounds like we're blasting implants here, but no such thing! We're talking about silicone brake fluid. Summer heat is here, and it's the time of year when guys start boiling their brake fluid and try to blame it on anything other than their own heavy right foot. Silicone fluid will boil just as bad as anything else, and it is expensive and possibly incompatible with your braking system.

If your brake reservoir says "use DOT3 or DOT4 brake fluid," it's there for a reason. It is very possible that the seals in your caliper and the brake lines themselves are sensitive to DOT 5 silicone fluids, and if they are you can get seal swelling and line deterioration, which can end in some serious damage, including an injury if



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NRTFA SUPPORT

The National Recreational Trails Fund Act passed the Senate, but it isn't going to be smooth sailing through the House, according to Clark Collins, Executive Director of the Blue Ribbon Coalition. One way to influence legislators that we often overlook, according to Collins, is through their district Field Office. Look in your telephone book under U.S. Government-Congress. It may even be a local call, and you should ring them up and tell the field office personnel that you would like the Congressperson to sponsor the NRTFA. The big issue now is to get the NRTFA included in the highway funding bill. If your Congressperson is on the House Public Works and Transportation Committee, ask him or her to support inclusion of the NRTFA. Better yet, visit the office and establish a small yet significant personal relationship. Always be courteous and brief.

One cosponsor of the NRTFA that we want to support is Congressman Robert Roe (201)225-3071. Although he is a cosponsor of the bill, he needs encouragement to move forward with it. Call his office and let them know how important you feel the National Recreational Trails Fund Act is, and then get off the phone...and then call some other Congresspeople and tell them the same thing. Possibilities:

Frank J. Guarini (201)659-7700
William J. Hughes (609)927-9063
Frank Pallone (908)571-1140
Marge Roukema (202)225-4465
Jim Saxton (202)225-4765

Yes, these are all New Jersey Congresspeople, but New Jersey has been falling behind on support these days. It's time to get on the phone and let them know you want their support for

the NRTFA.

TOYS FOR TOTS

Yes, Fall is getting here fast, and many Toys for Tots events will be evident this year. The first such press release we've received on that subject this year concerns the Jellico Creek ORV Park in Powell, Tennessee. Jellico Creek needs sponsors for their event, so if you want to get involved, give them a call at (615)938-2980. They need sponsors to donate prizes for the racers, and it's going to be a big event—they can handle 80 to 1000 racers! Get in touch if you're interested in supporting or attending the event.

MORE HOT AIR

In the spirit of Blackwater this month, we'll leave you with a piece we stole from the Tucker County Alpine Festival's guide to Tucker

County. Apparently Cabin Mountain, subject of last month's *Last Over* and the highest point on the Blackwater course, has been an obstacle to much more than motorcycles in the past. In 1928, a team of participants in the James Gordon Bennett International Balloon Race were headed south from the start in Dearborn, Michigan, and worked their way down to West Virginia, over Canaan Valley. They saw the high mountains coming up and started to dump ballast, but Cabin Mountain proved just 20 feet too tall, and they hit it and crashed on the top.

The Captain of the balloon called the scene "bleak," and described it as "blocks of granite, broken-down trees, tree stumps and shoulder-high briars." Doesn't sound like things have changed much in 65 years or so!

You can read about this balloon race in *Twenty Feet From Glory: From the Land of Ford to the Land of Canaan* by Jack R. Goodwin. □

SUSPENSION CURE.

Reprint from Dirt Bike Magazine, June '91

Carlsbad Raceway, California, longtime site of the 500 USGP. The uphill. Monster whoopsa and wide-open downhill. Not your everyday DR terrain, right? Wrong!

Gary Jones, riding a DR250 with a stone-stock motor, lines up on the gate for the second Old Timer Masters moto. The bike, says Jones, is "the slowest bike I've ever ridden." The gate drops and Jones starts working the pack. Alan Olson is leading on a '91 KX500. Jones catches him and starts looking for a place to pass. A lapper falls in front of Olson and Jones slips past for the lead. The uphill is so whooped-out and rough that Olson can't pass Jones back. The DR is handling so well that Jones holds Olson, riding a much, much faster bike, off for the moto win! No motor mods, no revalving, just a stock, 271-pound DR250.

Olson was not pleased, to say the least. Jones was jazzed, saying, "It was the best feeling I've ever had on a motorcycle, better than winning a National. The DR is the best-handling motorcycle I've ever ridden!"

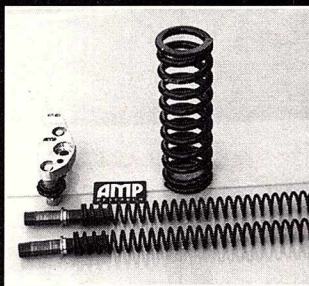
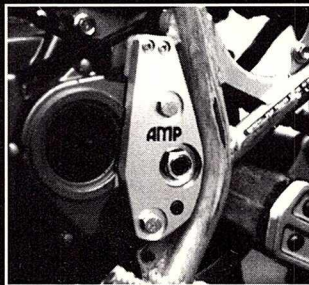
COULD IT BE.....SATAN?

What hocus-pocus did AMP perform to our DR250? Would you believe springs and a

bolt-on AMP Link? That's it! Horst Leitner, the AMP wizard, changed a bike that nobody wanted to ride into one that can handle anything you can throw at it, without even changing the fork oil!

Horst took our DR for some experimentation. He almost doubled the spring rate on the stock shock, going from 240 to 420 pounds. He settled on a 26-pound rate for the forks, with less preload than stock. An ATV-style AMP chain-torques eliminator was bolted-on to the DR, utilizing the stock chain.

We were amazed at the difference in suspension action and handling with the AMP DR. Every trait we sneveled about on the stocker disappeared. It no longer nosed into whoops. The front end never wanted to flop into corners and the rear end refused to chatter when braking on downhills. It seemed much lighter than it really is. We could pick whatever line we wanted-in mud, snow, loam, rocks or rain ruts--and the bike would hold that line. Hills that the stocker wouldn't make it halfway up were conquered easily. The bike hooked up so well, in every situation we could find, that it became a joy to ride.



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RIDGE RUN

No dust on the trail in North Jersey

by the Trail Rider Staff

Stanhope, NJ 5/12

It had been at least a month without any rain in South Jersey, and since we're all short-sighted when it comes to weather, we were convinced that the whole state was a dust bowl. Forget about the fact that Louisiana was washing away, and Georgia was right behind it, we were dry, sly. The southerners were getting all our water. And you'd think we'd taught 'em a lesson back in 1865.

"It's going to be a dust bowl out there," said Dale, talking about the Ridge Run, and I really couldn't help but believe him. Experience must not count for anything, because by now we oughta know better. The first section of woods Sunday morning brought it all back...it probably isn't dry in these woods in August! The riders found the usual North Jersey fare: black fudge between big boulders. It was greasy and slick, and when you dragged some of that slime up onto the big roots or flat rock sections the guys who don't know throttle control were enjoying some rather bizarre direction changes.

We ran the High Line section in the morning (the last section), while everybody else was getting sorted out. It's a really pretty area of old railroad bed that isn't very technical riding but

has plenty of sightseeing value. We crossed paths with the pack again at about the 25 miles mark, and joined them into the first gas stop.

From there it was straight into the first spectator points, including the mud wallow and Spectator Hill. The mud section is only interesting because there's room for people under the trees. The Ridge Riders have some much nastier sections tucked way back into the woods. Spectator Hill is an old classic, though; and although you'd think that most of the guys would get dialed on that hill after riding it every year, there's still opportunities for high drama, watching from the peak.

When Jack Lafferty Jr. came up, it was obvious that he was having a good day. He rode it like flat ground, and was gone almost before anyone could recognize his distinctive skull helmet. Sometimes it's hard to believe that Jack can whip that KTM of his into such a frenzy that everyone else gets left far behind, but when he hit the

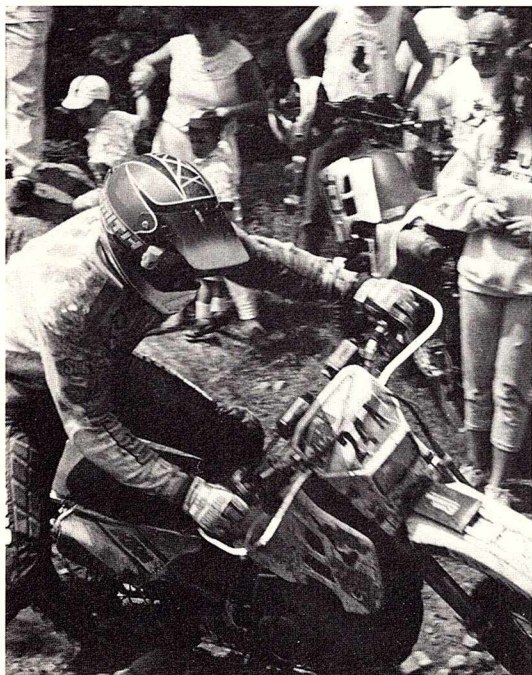
finish he had dropped eight points, four points less than anyone else. I guess that's good enough for the overall.

The best 12-point finisher turned out to be New England champion Russ Stearns, who was also wondering where Jack gets his energy, for sure. Bill Atkinson also carded a 12, which gave him the High Point A award, and twelves were also posted by Bob Bennett and Mike McHale (both of whom followed Stearns in the AA class). Richard Stuart also posted a



Jack Lafferty Jr. was on the gas, and nabbed himself another overall win.

NETRA enduro champion Russ Stearns kept his throttle tweaked and won the AA class



Top: Ridge Riders Bob Dugan and "Drew Jr." climb spectator hill.
Left: High Point A winner Bill Atkinson.

12, riding in the A Four Stroke class. A great ride; unfortunately it didn't get him more than the class win. J. Kirchner won the High Point B trophy with a 17-point day, and T. Magill posted the best C class score, a 41.

Every year, we're surprised at the kind of terrain the Ridge Riders have to work with, and every

year also we're a little amazed that they can still put this enduro on. North Jersey is one of the fastest developing areas in the northeast, and it's always a pleasant surprise to find that Alle-muchy State Forest hasn't been plowed over and planted with condos. Probably too many rocks!

Always a great enduro. Many thanks to the Ridge Riders for continuing it, the State of New Jersey for condoning it, and the local land-owners for granting permission to cross. We'll look forward to attending the Ridge Run again next year, and maybe this time we won't be surprised by the mud! □

Ridge Run Enduro Class Results

Grand Champion

Jack Lafferty, Jr. 8 KTM

High Point A

B. Atkinson 12 Hon

High Point B

J. Kirchner 17 Kaw

High Point C

T. Magill 41 Hon

AA Class

1. R. Stearns 12 KTM

2. B. Bennett 12 Hon

3. M. McHale 12 KTM

4. D. Nenstiel 13 Hon

5. K. Yankowski 16 KTM

Women

1. K. Cambell 93 Kaw

Team

1. Meteor #1 90

2. Hammer 91

3. "Good" 107

4. Meteor #2 158

5. R.O.R.R. #1 215

AL Class

1. P. Royer 13 Yam

2. M. Collins 20 Hon

3. D. Chiles 23 Suz

4. S. Hodgson 27 Kaw

5. B. Agonis 36 KTM

AML Class

1. E. Hamilton 18 Kaw

2. C. Duff 20 Kaw

3. R. Mohn 22 Kaw

4. D. Waxmunski 22 Kaw

5. R. Lapinski 25 Kaw

AM Class

1. K. Duffy 16 Kaw

2. L. Rehatchek 18 Kaw

3. R. White 19 Suz

4. T. West 19 Hon

5. J. Franks 19 Suz

A 4-Stroke

1. R. Stuart 12

2. J. Smith 15 Hon

3. D. Barlow 16 Hon

4. J. Mitchell 17 Hon

5. J. Cushing 17 Hon

A Senior

1. S. Wolf 20 Suz

2. T. Ebersole 26 KTM

3. B. Johnson 27 Hon

4. P. Parlett 31 KTM

5. E. Gullestad 32 KTM

A Super Senior

1. J. Galie 53 KTM

2. W. Krause 55 Hon

3. G. Doerr 61 Kaw

A Veteran

1. C. Tenney 16 Yam

2. M. Marcin 17 Suz

3. H. Stankiewicz 19 Suz

4. B. Little 21 Hon

5. L. Gottshall 25 KTM

BL Class

1. E. Pirie 24 Hon

2. C. Shenigo 25 KTM

3. S. Ober 26 Kaw

4. R. Murhon 35 Hon

5. S. Taylor 92

B ML

1. R. Bauberger 25 Yam

2. R. Lorensen 30

3. S. Reed 32 Kaw

4. W. Woolf 35 Kaw

5. M.D. Spencer 41 Kaw

BM

1. W. Severe 17 KTM

2. M. Grossman 21 Kaw

3. T. Thigpen 22 KTM

4. J. James 22 Hon

5. D. Spencer 23 KTM

BH

1. D. Moore 18 KTM

2. R. Shirk 18 Yam

3. W. Fonthnazza 20 KTM

4. J. Bomberge 34 Hus

5. M. Campbell 34 KTM

B 4-Stroke

1. E. Nijkamp 26 Hon

2. K. Mahon 32 Hon

3. S. Milewski 32 Hon

4. S. Speak 33 Hon

5. D. Van Horn 42 Hon

B Senior

1. T. Marsh 29 Suz

2. D. Shirk 30 KTM

3. K. Scherer 32 Hon

4. J. Storck 34 Kaw

5. J. Schimdt 35 Kaw

B Super Senior

1. H. Phillips 216 KTM

2. R. Hoover DNF Hon

3. D. Culbertson DNF Suz

B Veteran

1. J. Goedeke 23 Hon

2. G. Hershey 38

3. M. Miller 39 Suz

4. T. Polonsky 40 Kaw

5. J. Gilfillan 41 KTM

CL Class

1. A. Tozzer 46 Kaw

2. S. Brunner 54 Kaw

3. J. Neifert 55 Kaw

4. D. Williams 55 Kaw

5. S. Marti 69 Kaw

CM Class

1. K. Hausman 42 Kaw

2. E. Galassi 44 Hon

3. B. Culbertson 44 Suz

4. J. Jensen 46 Suz

5. L. Gorson 49 Suz

CH Class

1. K. Myers 49 KTM

2. K. Cazzille 59 Hus

3. D. Kellam 61 ATK

4. D. Dowling 66 KTM

5. D. Walker 76 Yam

C 4-Stroke

1. C. Insel 56 Hon

2. J. Kasper 59 Suz

3. R. Warrick 75 Hon

4. D. Beaman 93 Hon

5. R. Keefer 286 Hon

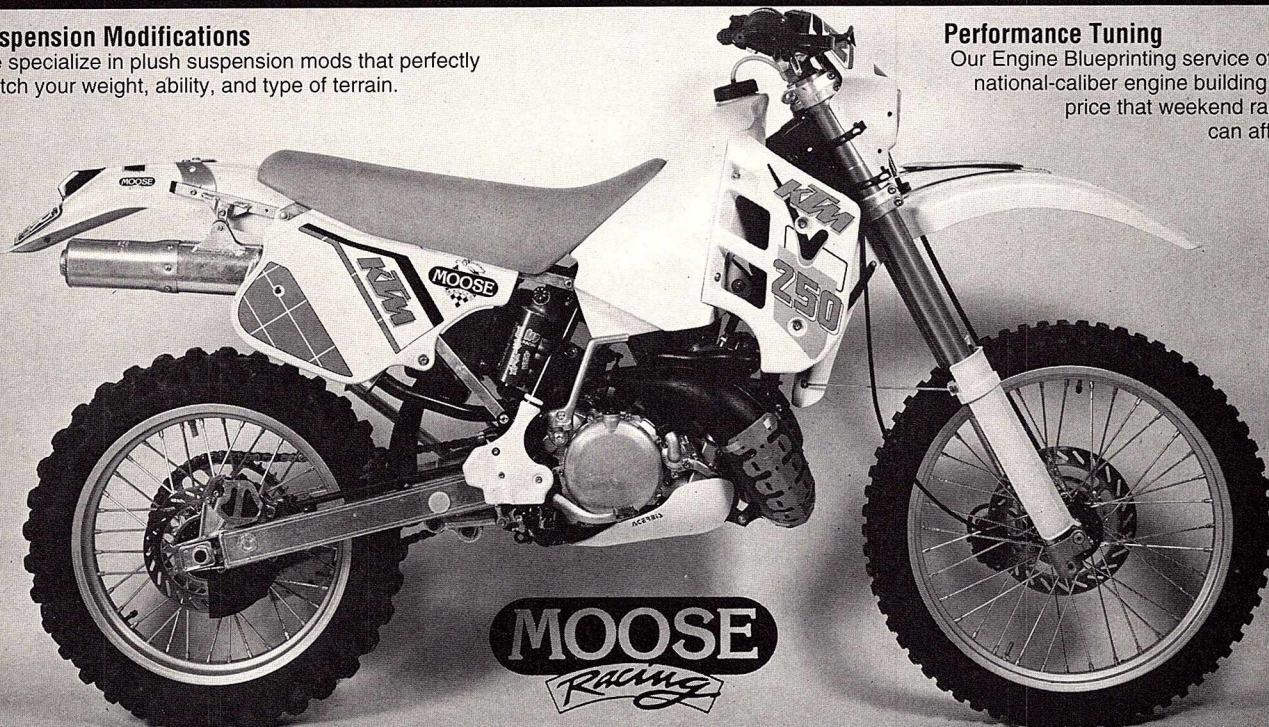
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The King Phillip Grand Tour Enduro

Tough times and hot competition

by Michael Snyder



Wrentham, MA 6/23

Over 200 competitors turned out for the King Phillip Grand Tour Enduro, which was round five on the NETRA schedule. They faced a very technical, rocky, and gnarly event as the hosting club gained private land permission to create an almost entire virgin course. Team Suzuki factory rider Kevin Hines bested some of New England's

"Lookit them rocks! This must be wrentham!" (Jay Chittenden). Right: Kevin Hines healed up and came out to win one.



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fastest A and AA racers to drop 20 points for the overall.

Hines wasn't without problems, as he said afterwards, "I fell a little ways past the first check, that kind of put a damper on me for a while! At about the 50 mile mark, I started to feel good so I upped my pace. It's always nice to run this event, this club is noted for very tough runs. Today was no exception, but that's they way I, and probably the majority of the riders here, like them. This is only my second enduro since my hip injury and I'm pleased with my progress. I went to the doctor's at the beginning of this week and he said that I'm 100 percent healed. I can't wait for the National series at Mississippi in July. I've still got a chance for the National title and I'll give it everything I've got to win it again."

King Philip Class Results AA

1. Kevin Hines
2. Russ Stearns
3. Ron Stavens

A Heavy

1. G. Bauer
2. D. Broatch
3. J. Smith

A Light

1. L. Punggrab
2. B. Dakai
3. St. Pierre

A Bantam

1. T. Norton
2. Burnett
3. Knowlton

A Senior

1. B. Johnson
2. I. Witkop
3. D. Lanberte

A Vet

1. Parkes
2. Vella
3. Ellis

B Light

1. M. Kelly
2. Bailey
3. Lombella

B Heavy

1. Brownson
2. W. Martin

B Vet

1. Robbins

2. Moran

3. Dutinger

B Senior

1. Cortemanager

2. Mellor

3. Circosta

B Bantam

1. S. Hall
2. P. Tanner
3. D. Coutts

C Vet

1. Furia
2. De Grase
3. Peloguin

C Senior

1. Freel
2. Wellor
3. Fagan

Grabbing Hi-Point A was NETRA Hare Scrambles Champion Tommy Norton. He stated later, "I like the course, but I lost my Keymaster (time keeping equipment) about half-way through the run so I was at a slight dis-advantage. I also fell about three times because, being on a early number, I was just about breaking trail all day. It was a tough run, I'm pleased to have done as good as I did. I've got a break in the Grand National Cross-Country series until the end of August, so I plan on being at some more NETRA events."

Coming in second and third were AA competitors, defending NETRA Enduro champion Russ Stearns, and Ron Stavens. Both riders dropped 25 points with the nod for second going to Stearns, who bested Stavens by almost a minute in the tie breaker check.

"Cousin" Bill Johnson also earned a first place trophy in the A Senior Class with his methodical style of riding which seemed to be the way too go at today's event.

Former NETRA Enduro Champion Bert Guerrette, who is also KTM's representative in the Northeast, also competed but suffered from flats early in the day to drop his score out of contention with the leaders. □



Kerry Clark rounds a primo woods berm on a King Philip trail.

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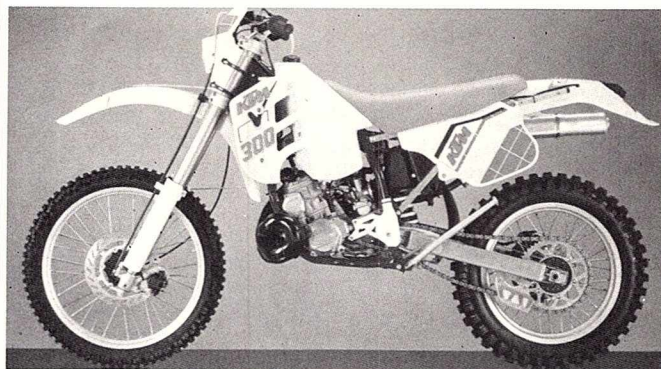
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Husqvarna 350WXE & 260WXE

Testing Husky's smallest four-stroke and biggest two-stroke

By the TR Staff

Most Husky tests these days start with an explanation of how Husky started, what it used to be, how it was purchased by an Italian company and how hurt and upset everyone is that the bikes aren't Swedish anymore. We're not going to do that. Instead, we're going to accept them as dirt bikes, just like any other, and talk about what works well and what doesn't on them. We'll admit one thing, with an eye to the past: these bikes work so much better than the much-lamented Swedish bikes that it isn't even worth joking about.

The victims this month are the Husky 350WXE four-stroke and the Open class 260WXE two stroke. The 350 we're using is a loaner from Husky; our main ride on it was 80 miles or so on the Central Berkshire Loop of the NETRA Trail System. It was a neat ride, using some of the sections from the 1973 ISDT, and we rode it in the rain.

The 260 material comes from a couple of bikes, one owned by Jerry Shinnars, who also rode the Berkshire trails with us, and one owned by ECEA rider Dale Freitas, whom we've swapped off with on a few South Jersey whoopededo rides. Both of the bikes have gotten plenty of time on them; let's look at them separately to keep from getting totally confused.

350WXE

From the first break-in ride, one characteristic of the 350 really stood out: it is geared very tall. We figured, "no problem, we'll just change to a smaller countershaft..." but the countershaft sprocket was a 12-tooth, and going smaller than that really stresses the chain. The bike

comes with a tool kit/spares kit (including a front and rear sprocket), and we'll probably install the 53-tooth rear sprocket in the kit to see what happens.

The tall gearing is not a bother until you get down into the nasty, tricky technical stuff; where you're either going to squeeze through a small hole in the landscape or fall over. There's plenty of torque to pull this tall gearing, but traction and forward momentum are so abrupt at low engine speeds that rather than creep forward when you ease the clutch out, you *bolt* forward, pulled ahead by the tall primary ratios. Often-times it's too much of a lurch, and you wind up blundering into the obstacle or wheeling. Like we said, though, the horsepower is there. This 350 pulls like a tractor in the low gears, and can spin the rear tire viciously in top gear. We never really got it to run out of top end. A couple of times we had it tapped out in fifth on a sand road, easily doing 75 mph or more, and the engine was stumbling over the gearing while the rear

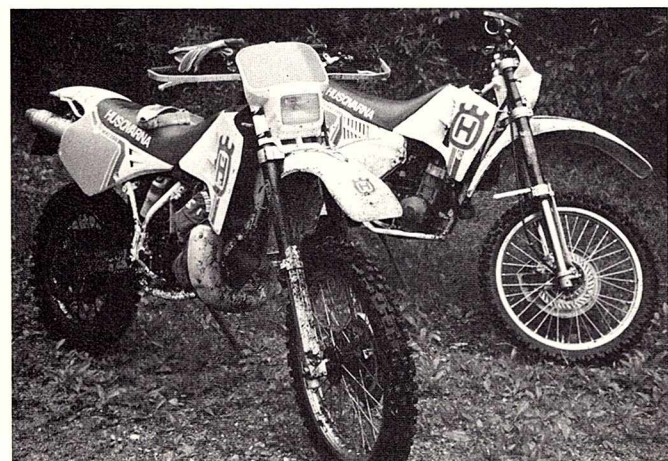
tire threw a 40-foot roost out the back. Lower gearing here would probably let the thing rev up to 80 or so, if you felt that you needed it.

In between the bottom and top, the power is strong and seamless, just like a good four-stroke should be. The six gear ratios also seem fine—there are no flat spots or gaps in the gearing to cope with, just good forward thrust all the time. If Husky were to lower the primary gear ratio enough to produce the same

overall gearing with a 14/50 sprocket combination, rather than the 12/50, the WXE would be a lot more versatile.



Being a two-stroke, the 260 was the lighter and more nimble of the two. The thumper was still adept at acrobatics, however.



Muddy and wet! Both bikes bristle with good details, like stainless steel pipes on the four-stroke and a pipe guard on the 260.

While we were slamming along at these warp speeds, we couldn't help but notice the suspension and handling. White Power suspenders front and rear did an admirable job at soaking up sand whoopededos, although the action would be a little soft for racers. Trail riding feels great. In the rocks, the WXE did well at slow and medium speeds, but the suspension *banged* a little bit at high speeds and sharp-edged obstacles. It felt like the forks suffer from either a little too much high speed compression damping or an excess of rebound damping, which would keep the forks from returning fast enough to get a full stroke on a sharp-edged bump. And, for that matter, it could also be a suspension that's too new. We've only got 100 miles or so on the 350WXE, and White Power components need to break in a bit and will work better after an oil change. If you're interested, we'll update you later.

Riding the bike was very reminiscent of the old Swedish Huskys (we said we wouldn't compare, but here we go...), which is both praise and complaint, in this case. The bike feels very

long, is super stable on the flats, but it is a little slow turning. Not slow like the old bike, not like it doesn't want to turn. The WXE *wants* to turn, but weight and a limited amount of steering arc slow it down. In order to clear the radiators with the White Power forks, it was necessary for the Husky engineers to set the steering stops quite a ways out, as a result the front end only turns about 35 to 40 degrees in either direction, where 50 or 60 degrees is more normal.

You can definitely feel this every time you have to make a u-turn on a cart road or tight trail, and in real tight going it can occasionally make you resort to some serious body english to get through. All they have to do to correct this is move the radiators back a half-inch or so, or move the fork location forward in the triple clamps. Hopefully, they'll do this in the future; it'll go a long way towards making the bike feel more nimble.

And yes, the WXE is heavy; at least compared to a two-stroke. The manual claims 256 pounds dry, and to that you have to add the weight of two quarts of oil, a quart and a half of coolant, and 2.4 gallons of gas. This probably puts the bike up to almost 280 pounds, which is not awful for a four-stroke, but it is hefty when the trail gets slimy.

Okay. Now getting all these gripes out of the way, we have to admit that riding the bike felt neat. It starts super-easy—we started it a cou-

ple of times with worn-out boat shoes on. All the controls work well, and the front and rear disc brakes work excellent, especially if you



This is why you never see magazine photos shot in the rain. We still had plenty of fun, but saw very little scenery.

remember the Husky thumpers with drum brakes on 'em (yeech!). The exhaust note on the WXE is very subdued; our bike came with a large aluminum silencer on the back and a spark arrestor on top of that, and the 350 was muffled to a fine rumble. Unfortunately, you can extract more horsepower from this bike by swapping to a set of aftermarket pipes and a

Super Trapp megaphone, and there will be lots of guys doing that. Still, in stock form it's soothing to ride.

When you get on an open cart road or fire road the WXE350 is at the top of its form. The bike will thunder smoothly along, carving through the turns, sliding through the sweepers and wheeling up the hills with no complaints. For open trails and back road riding this four-stroke is the greatest, and we hope they come out with a dual sport version of it soon!

Basically, we liked the bike a lot. It starts easy, handles well, goes much faster than you need to go, and is plain fun to ride.

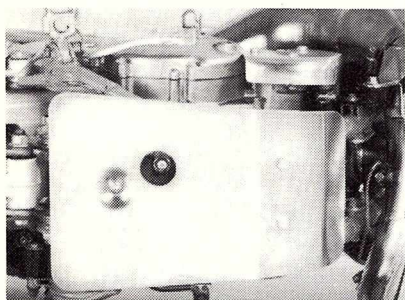
260WXE

Why a 260? Because it is just about the minimum displacement you can go and still get into the Open class. We've known that on most motocross tracks a 250 is faster than Open class bikes, and it's pretty easy to figure out why—a 250cc machine is lighter and more nimble, and the lower horsepower makes it a lot easier to ride quickly.

Now that doesn't mean that you can jump off your 500cc whatever and get on a 260 Husky and immediately go faster. Some Open bike riders definitely need the displacement; they've developed their riding techniques to depend on gobs of horsepower and torque, or they're so big that they physically dwarf a 250cc machine. In other words, you'll fare best on a

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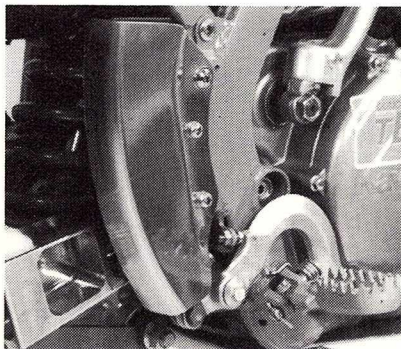


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Master Cylinders are very vulnerable on all dirt bikes. The KX's stock guard must be replaced by a Devol Rear Master Cylinder Guard to protect the master cylinder, reservoir, and the plastic fitting and hose that connect the two.

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260 if you're a 250 rider wanting to move up to a nearly empty Open class.

Right off the top, we have to tell you that there's not a whole lot of difference between the Husky 250WXE and the 260. The 260 has a bore diameter 1.5mm larger than the 250, and that's the only difference. This can only result in one or two horsepower gain at best, so when we're talking about the 260, you can pretty much change it to "250" and be right on target.

The most appealing characteristic of the Husky's engine is its smoothness. This 260 pulls hard from the bottom, continues to grunt right through the midrange and then revs out to a decent limit, all without delivering any hicks, pops or burbles in the powerband. It delivers power like a 40-horsepower sewing machine, and at anything other than full honk it sounds like a sewing machine as well. Husqvarna brings the 260 (and 250) into the country with EPA legal pipes and silencers, and they are both very pleasantly quiet. How they manage to still squeeze out all that horsepower is a deep, dark secret, but they do it. The sad part is that you can easily pull out a pile of extra horsepower by switching to an aftermarket pipe and silencer. For most people it isn't necessary, but you will find noisy Huskys out there.

While all this forward thrust is happening, the controls all do what they should. The clutch and throttle pull are both light and easy, and the seating position is also good. Some guys may complain about the round-cornered seat, but then a number of us wonder why nobody else has designed a seat like this. Must have some-

thing to do with butt shape.

Jerry's 260, the bike we rode at the same time as the 350, had a sweet suspension. Both ends



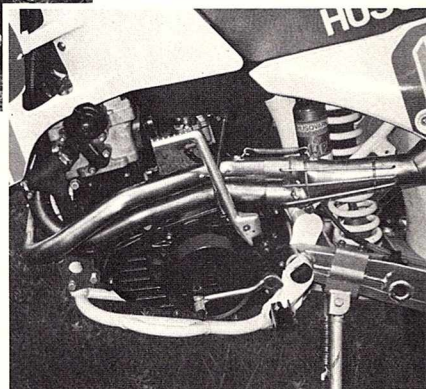
Handling is quicker than the old Huskys, but still stable. The 350 engine is nicely finished, although there are more ponies held back by that pipe.

felt taut and in control, yet just plush enough at the top of the stroke to smooth out all the nasty little rocks in the way. We expected to hear the name of some suspension tuner

when we asked him what he'd done to the forks and shock, but his answer was a surprise: "Nothing! All I did was change the oil and dial in the clickers and preload!" For the riding we were doing—ruttled, muddy hill trails with rocks and roots—the 260 felt great. Jerry's in the Senior class; the other 260 we used for this test belongs to an A class enduro rider, and he wanted more from the suspension. He felt that there was a little too much rebound damping and maybe too much compression damping valved into the forks (for his kind of riding), so he sent the shock and forks off to Drew Smith at Works Enduro Rider, and had Drew perform his magic on them. Now he's perfectly happy with the bike. Suspension damping all depends on the rider, though, and we'd recommend that you ride the bike for a good three or four hundred miles before you decide if the suspen-

sion needs work. For most of us, the Huskys work well.

Although it isn't as stretched-out stable as the 350, the 260 is still a quick and sure handler. Weight was in the ball-



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park too: 222 pounds dry, maybe 240 full of liquids. The 260 is also whisper-quiet, EPA-legal, and the pipe and silencer are carrying a lot of weight. Replace them with lightweight (noisy) aftermarket items and you could save some pounds easily. All in all, we were impressed with the way the 260 worked.

LITTLE DETAILS

Both of the bikes handled well, but the 260 we rode in New England worked better than any of them. The difference was the tires—this 260 had been shod with a rear Metzeler Multicross and a good 3-ply Metzeler MX up front. What a difference! To be brutally frank, we haven't found anyone yet who has been happy with the OEM Metzeler All Cross tires. Even on the muddy trails of New England, our 350 was an evil handling brute with the front All Cross. The rear was okay, the front will be much happier with a Dunlop 490 or Metzeler MX on it.

The 260 and 350 both use six-speed transmissions. It seems like a lot of gears for a four-stroke, but you never find yourself stuck between gears in a tight spot. Still, we can't help but think that the 350 could be a little lighter if it had one less gear.

Decent parts abound on both machines. Excel rims are used front and rear on all the Huskys, and they are the best and strongest you can get. Tommaselli handlebars and clutch levers are both nice pieces, and the brakes are by Brembo. The 350 also uses a camshaft-driven water pump, which gets the pump up and out of the

way of rocks and stumps.

Along with each Husky comes a tool kit and a small selection of spare parts, including a spark plug and front and rear sprockets. The owner's manual/service manual that comes with the bikes is also primo—plenty of good information on repair and set-up, and you can actually read it!

THE BOTTOM LINE

We were pleased with the way the Huskys work. You can't complain about good handling, good power delivery and a nearly perfect suspension. Add to that the quiet exhaust and it

almost sounds like a dream come true.

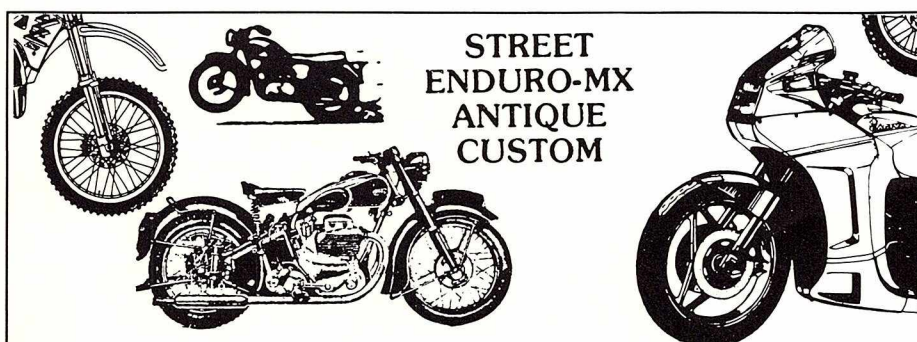
You can, however, complain about the excess weight and the limited steering arc on the 350, but, if you were handy and dedicated you could cure both handicaps with not too much difficulty. Compared to what is available from the competitors, and what you may have to do to the other brands—revalve suspensions, change engine parts, whatever—both of these Huskys seem perfect for the rider who just wants to buy something to ride or race right out of the box. Most of us could be happy on them, just like that. □

SPECIFICATIONS Husqvarna 260WXE

Engine Type:	Liquid-cooled 2-stroke
Displacement:	260cc
Bore/Stroke:	71.5 X 64.8mm
Transmission:	Six-speed
Gearing:	12/50
Chain:	Regina o-ring
Tank Capacity:	8.3 liters (2.4 gal.)
Carburetion:	Dell'Orto 37mm flat slide
Ignition:	Motoplant CDI
Forks:	WP Multi Adjuster
Suspension Travel:	300mm
Front Brake:	Hydraulic disc
Front Tire:	Metzeler All Cross 90/90X21
Rear Suspension:	WP Soft Damp
Suspension Travel:	320mm
Rear Brake:	Hydraulic disc
Rear Tire:	Metzeler All Cross 4.50X18
Seat Height:	920mm
Wheelbase:	1490mm
Ground Clearance:	345mm
Claimed Dry Weight:	222 lbs.
Suggested Retail Price:	\$4250

SPECIFICATIONS Husqvarna 350WXE

Engine Type:	Liquid-cooled 4-stroke
Displacement:	349cc
Bore/Stroke:	84 X 63mm
Transmission:	Six-speed
Gearing:	12/50
Chain:	Regina o-ring
Tank Capacity:	9.1 liters (2.4 gal.)
Carburetion:	Dell'Orto 34mm
Ignition:	SEM electronic
Forks:	WP Multi Adjuster
Suspension Travel:	300mm
Front Brake:	Hydraulic disc
Front Tire:	Metzeler All Cross 90/90X21
Rear Suspension:	WP Soft Damp
Suspension Travel:	320mm
Rear Brake:	Hydraulic disc
Rear Tire:	Metzeler All Cross 4.50X18
Seat Height:	945mm
Wheelbase:	1550mm
Ground Clearance:	340mm
Claimed Dry Weight:	255 lbs.
Suggested Retail Price:	\$4550



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JOHN MONAHAN MEMORIAL ENDURO

Worth waiting for!

By Steve Tower

Freetown, MA 5/26

Some things are worth waiting for, things like fine wine, a good movie, the next issue of *Trail Rider*. Add to that list the 1991 John Monahan Memorial Enduro. Why? Well, faced with the alternative, this year's Monahan enduro was well worth waiting for.

The event, originally scheduled for April 21st had to be postponed until May 26th because of two days of torrential rains which left the course looking like a river, more rideable in an ark than on a bike. The decision to cancel the event was not an easy one. Pilgrim Sands Trail Riders president, Ken Crane and Trail bosses, Glen and Jeff Bauer, met at 6:00 AM on the morning of the event. They decided that because of the terrible effect running the event would have on the Freetown State Forest Trail System, it would be best to postpone the event. Politically the decision was an excellent one. Freetown State Forest official Steve Bates was both grateful and impressed with the decision not to run the event.

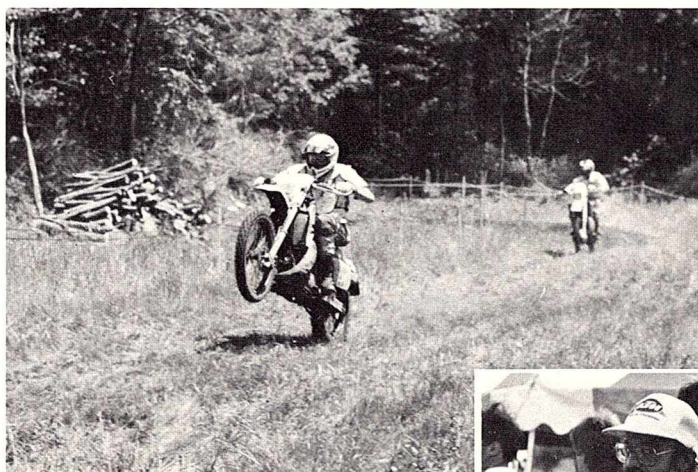
Very few complaints were heard from riders as they were turned away on the morning of the original date. There were a few riders from Canada who had driven 10 hours just to be turned away, who weren't unhappy. Pretty much shows you what the weather was like!

May 26th came and along with it came sunshine, warm temperatures and a perfect day for an enduro. The course was laid out mostly on Freetown State Forest land, incorporating about 70 ground miles into what was a tough but rideable event. High Point A honors went to KTM rider Steve Antoniou, who just edged out Honda four stroke rider Jim Mitchell. The two were tied for points at the end of the day. The tie-breaker check had to be used to determine who won.

Besides the overall, I really don't have a clue how everyone else did at the Monahan. All I do

know is that everyone had a good time.

Kevin Hines was there. Unfortunately, Kevin was still healing from a fractured pelvis and was not able to compete. Showing up at the Monahan in bicycling pants and jersey, I think Hines



What better proof of a fun ride than a gnarly wheelie across an open field? Steve Antoniou proudly holds his first Overall trophy.

was hoping the event could be run on a mountain bike. Trail Rider sources close to Kevin say he could be overheard saying "I know I can take these guys, I know I can."

Too bad for Hines that he was not allowed to run his mountain bike against the regular classes. He probably could have been competitive. Instead, Hines was given the task of working check #1. Hines wondered after the event why so many of the C riders pulling away from the check thanked him for the autograph. He was marking your cards, dummies!

Jerry Bernardo, NETRA's favorite funny man and freelance Satan worshiper, was on hand at the Monahan with his entourage from FAH-Q Racing. Normally a competitive hare scrambles racer, Bernardo has always avoided the mental anguish of trying to keep time on an enduro course. Despite this pressure, Jerry did remarkably well, scoring third overall in the B-Light class.

The day wasn't without some confusion for

Jerry though. After the event check crews reported back that Bernardo kept asking "Why are you people stopping me anyway?" and "Stop writing on my front fender!" Sources close to Trail Rider report seeing Bernardo race into the gas stop screaming "Where are the barrels, where are the barrels?"

Last year's Monahan gave us the Swill Hole from Hell, and along with it the anticipation of a possible Swill Hole from Hell II. We all remember last year's ugly, rocky, rut and root-filled stretch that made up the first 200 yards of each 40 mile loop and left riders and their bikes pleading for mercy. Fortunately for the riders this year's swill hole was somehow more tame. It even developed a line around it as more and more riders found a way around this former nightmare. Oh, it still humbled the

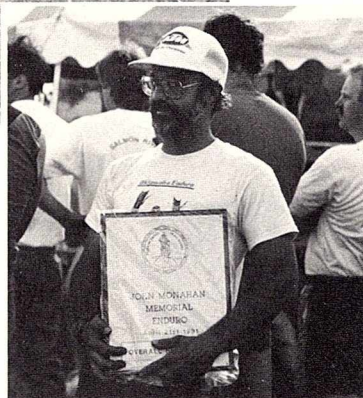
riders who choose to confront the beast head on. Like the sleeping giant that it is, the Swill Hole from Hell has no trouble reducing tough enduro riders into mere (mire) mortals.

I often wonder as I stand watching these brave souls go through a section of snot like the swill hole. What is the best technique or riding style for doing it? Some riders paddle their way through using their feet as outriggers. Others trials ride with feet up on the pegs and lots of body english. Some

riders even jump off and run alongside their bikes (rumor has it that Tom Norton perfected this style at the 1990 Blackwater 100). Now these methods are good, sometimes, for certain swill sections, but through years of observation and study, it has been determined that the most effective way to tackle a swill section is what we have termed the Modified Flying W or MFW for short.

The perfect MFW technique is not easy. It takes a certain skill and a total disregard for your bike. The proper method begins with the engine screaming just below seizure and one finger on the clutch. The rider launches his bike with a quick fan of the clutch lever while at the same time dangling his feet off the back of the bike for that perfect MFW form.

Performed properly, the Modified Flying W rider will appear completely out of control while



in reality he knows exactly what he's doing. This years MFW award goes to Steve Antoniou, who as we all know beat Jim Mitchell on tie breaker points from the time he saved using the MFW technique.

Weather was perfect for the entire day. Well over 200 riders showed up for what turned out to be a tough but rideable event. Lots of new, tight, fresh cut trails and very little road. Hats off to the Pilgrim Sands Trial Riders and trail boss Glen Bauer. Organizing an enduro is one thing, but to have to do it twice in a month deserves some applause.

Special thanks to Clarkie, also. Who the hell is Clarkie? Clarkie is the owner of all the land the event is organized on. It's tough to find a person as generous as Clarkie anymore, so thanks to him and see ya next year. □

John Monahan Memorial Enduro Class Results

Steve Antoniou KTM

Overall High Point

Jim Mitchell Hon

High Point A

William Ainsworth

High Point B

Rod Ackley

High Point C

AA

1. Kemp Stewart Hus
2. Kerry Clark Hon
3. Russ Stearns KTM
4. Ron Stavens KTM

A Bantam

1. Pat Royer
2. Kevin Howley
3. Dave Burnett
4. Tom Norton
5. Paul Knowlton

A Light

1. Steve Antoniou
2. Bill Dakai
3. Steve Formanek Jr.
4. Steve Vanasse
5. Robert White

A Heavy

1. Michael Zahansky
2. Joseph Smith
3. Fred Burnham
4. Eugene Sweetser
5. Fred Towslee

A Veteran

1. Bob Ellis
2. Keith Honda
3. Tim Jonelis
4. Max Parkes
5. Tom Vella

A Senior

1. Bill Johnson
2. Irv Witkop
3. Jerry Randall
4. Dave Kelly
5. Al Zitta

A Four Stroke

1. Jim Mitchell
2. Bob Dana
3. Jeff Walker
4. Tom Rainville
5. Bill Drummey

B Bantam

1. Bill Ainsworth
2. Kevin Soboleski
3. Steve Hall
4. Tim Murphy
5. Peter Tanner

B Light

1. John Lombella
2. Mike Cataloni
3. Jerry Bernardo
4. Alan Vetri

5. Rich Collins

B Heavy

1. William Martin
2. Sam Fischer
3. Phil Rau
4. Ted Wooding
5. Paul Olson

B Veteran

1. Paul Moran
2. James Pidgeon
3. Joe Palumbo
4. Layne Duttlinger
5. Al Walker

B Senior

1. Ron Courtemanche
2. Gary Circosta
3. Steve Bobetsky
4. Robert Lau
5. Robert Landay

B Four Stroke

1. Rich Fasoli
2. Dave Carlson
3. John Camello Jr.
4. Steve Calise

C Bantam

1. Chris Cutler
2. Jon Greene
3. Ken Anderson
4. Mark Duffy
5. Gary Szlachetka

C Light

1. Mark Toth
2. John Church
3. Bruce Rocha
4. Art Pepin
5. Don Avanzo

C Heavy

1. Rod Ackley
2. Craig Fillants
3. Edwin Lindsog
4. Bill Sironen
5. Jason Myers

C Veteran

1. Michael Furia
2. Dennis Goth
3. Stephan Pelognia
4. Peter Canning
5. Len Hooper

C Senior

1. David Verdetto
2. Al Fagan
3. Robert Kelly
4. Mike Stone
5. Richard Freel

C Four Stroke

1. David Ianobucci
2. Kevin Jordan
3. Brian Patterson
4. John Considine
5. Gary Simcock

Super Senior

1. Don Burnett
2. Ben Watkins
3. Joe Morel

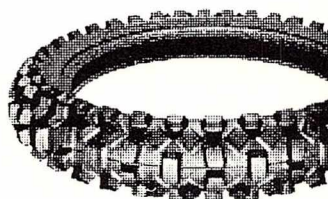
YOKOHAMA OFF-ROAD TIRES SUPER TERRA

TIRE TALK by Sto

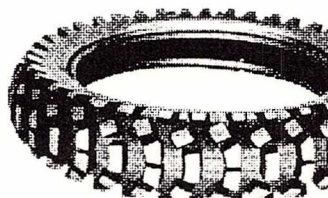
Examine tires closely. Some tires may have developed tiny little hairline cracks in the sidewall area. Sidewall cracks are generally regarded as cosmetic only and of no consequence. Examine your tires tread for oil damage, rock injuries or embedded sharp objects. Deflate the tire on the rim so that you can flex the tread to determine if injuries or cracks are present. Should tread damage or deep cracks be present, the tire should be trashed. Reinflate to owners' manual pressures. Tires that have been patched or plugged should also be removed and discarded, even if they still hold air. Patches and plugs are temporary repairs only. Really, we are not trying to sell you anything here, simply to give you advice that is in your best interest. Do not use last year's patched tubes. Finally, under no conditions do we recommend installation of any liquid additives to motorcycle tubes or tires, for either balance or flat prevention. Pirelli says No Liquids in motorcycle tires and will not warranty any tire that has had liquids inside.

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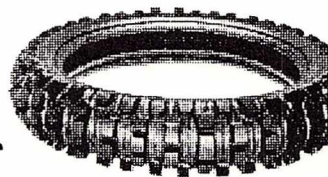
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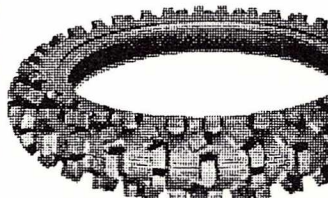
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120/90-19



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120/100-18
70/100-17
80/100-21



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110/90-19
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Fear and Loathing in UNABLACKWATERDILLA!

What if you just dropped onto this planet, and landed at the Blackwater 100?

By Dr. Jerry Bernardo, photos by Nick Corwin

Davis, WV 6/14-16

Greetings, lovers of chain lube. The story is true. No, not by your typical white bread race reporter. How about a new twist? A goodwill interpreter from the moto underworld. Date line: Davis, West Virginia, Father's day, "Unablackwater-Dilla '91", or "Fear and Loathing in Dustwater", so we had presumed.



Scott Summers was the top dog at Blackwater, doing what everyone expected him to do in '90.

First arriving in Davis on Thursday, we decide to take a leisurely spin about the course on mountain bikes. We started riding the course backwards at the Highway 93 crossing. "Excuse me, have you ever ridden in dust? Racing perhaps?" Hmmm, mind if we add some sharp rocks resembling broken slabs of concrete, psycho-pace cart roads and, what, not scared yet? Okay—"Tony! More dust on the set!". As

far as we rode (1 hour each way), that is what we encountered. "It hasn't been this dry in 100 years!" pined Dave Coombs, Sr. So the whole prayer thing has been placed around the Big Man spewing down some aquatic activity. "We, the mud fleas, thrive on moisture".

As we sit on Main Street, people and their vehicles arrive in town loaded to the max. Literally. It is Friday and all the true mud-splattered, hard-core squatters are dug into their bunkers. What will follow will not be televised. This, my friend, is what America does on its day off. I must record this for Clipper so he can pedal in Pennsylvania with the Jinxberry posse (and please stay away from those heart-shaped beds). I will be the observational pit dude. Let's let Norton speak from the saddle, shall we?

Tommy, after pre-riding the course on Saturday:

"Same course as the quads, two good uphill, one good downhill, endless rocks, no killer mudholes. 93 was a supercross jump. In short, it's the dustiest course I've ever ridden". (L.R. was quoted as saying the same as Tommy, even including desert racing).

Your bike. Is it dialed?

"Standard Metzlers, Dyno-Port pipe, I'm ready to rip. The motor is a giant. I can pull on anybody".

Pre-race strategies?

"Get out of the dust immediately, but don't crash".

And then?

"Stay consistent and stay on the pipe".

Sometimes we dared to cross the bridge towards the mud condos. The mood of the natives there was a near frenzy. Partiers by the droves scrambled blurry-eyed around huge vats of slop. There was no shortage of participants. "Jim Bob, let's take the station wagon through that mudhole!" "Wilbur, get a tow



1990 Blackwater champ Norton had a bad day. Notice the turned handlebars, and notice he's going straight! Still, he netted a sixth overall.

chain!" "Is that puke on my boot, Tiny, or is that a bog?"

As in most American spectator sports, alcohol is prominent and usually sets the rules. There are set-backs, as by Friday they air-lifted a kid off a tree and another broke his neck. Apparently, they had not heeded the rule book's warnings (Plenty of stunt men, not enough discipline). Anything that you could put gas in,

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9:32	40.8 24
9:33	41.2 24
9:34	41.6 24
9:35	42.0 24
9:36	42.4 24
9:37	42.8 24
9:38	43.2 24
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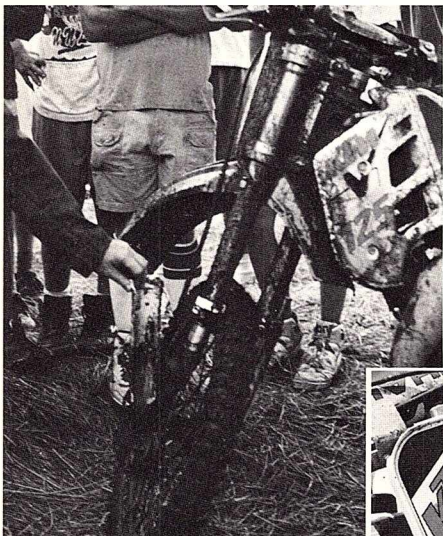
of all motor genders, slithered into town. Once over the bridge they loosen up their ties a little. Ritualistic consumption and pre-race antics ensued, containing the best of the helmet-less stunt mothers-against-drunk-driving squad.

We drove 13 hours for all of this. My life is good. At night, it's like the set of Mad Max on acid times ten. Bad batch of Red Man, one would assume.

Bob Collins of Holyoke, Mass., rode the mountain bike race Saturday. He rides for FAH-Q/Bicycle Dynamics on a mongoose. He finished the 20 mile course 11th in the Sport class and about 25th overall. He had to walk across 10 quads at the river crossing because they would not move. He said the moon rocks were unridable so he ran with the bike on his shoulder. He drank both water bottles before the second check.

There was carnage everywhere. Mega steep drop-offs and a swaying bridge. Two-way quad traffic and, of course, dust! He appeared to have a tantrum right after the race, but I don't know the scoop.

Sunday, the day of the race, remained hot and dusty. Davis, WV, was in full effect and under



A spectator points out Norton's separated fork tube. Hard to believe he finished. We had to show his front number plate because of the TR sticker!



THE FATHER'S DAY MASSACRE

If you've already read the main story and still don't understand what happened in Blackwater this year, here's a summary of the weekend and the people involved.

Tommy Norton was last year's winner of the BW100. Tommy was the first 125 rider to ever overall the event, and won it with a hairball, throttle to the stops, death or glory attitude that usually proves very successful to people who live through such an approach. This year, he was running third when one of the chrome sliders on his White Power forks unscrewed from the aluminum axle holder/lower cap. The wheel twisted to one side, and the only thing holding his front end together was the damper cartridge. This happened a few miles in on his last lap, and instead of stopping he became

enraged and rode with it anyhow, finishing the event in sixth overall with a front wheel that had stopped turning altogether.

How looney is he? Jerry Shinnars was in the Moon Rocks section on that last lap, a section considered "unridable" by Novice riders, and Jerry swears that Tommy passed him at nearly 40 mph, four feet off the ground, practically jumping right over him.

Scott Summers drowned out last year while he was leading the event. Some say he would have won easily otherwise, but that's racing. This year he worked his way to the front and then disappeared, winning by a more than comfortable margin.

This year, the race didn't go through town. The Davis Town Council decided they didn't want

it on the streets, even though a petition showing support from the majority of the townspeople was submitted. Because of this, all the action took place on the other side of the iron bridge, the historical campground of the Mud Fleas. The weather was extremely dry, the track was dusty, but a last-lap thunderstorm flooded everything and finally turned Blackwater '91 into the horror show we all know and love.

Jerry Bernardo has never ridden the Blackwater, although he's a veteran spectator. He blames his lack of performance to a hatred of long-distance driving and a perennial lack of ambition, which shows he's not that crazy, after all. When he's not writing, Jerry paints signs, custom paints helmets, prints t-shirts and dreams about eating. □

maximum input. The 93 Crossing Swill Squad had performed flawlessly by digging out the bank to a near vertical pitch. This is where they would do the traditional semi-human bottleneck, leading the riders up to more "fun, rideable trails."

Scott Summers broke out to an early first lap lead followed by anybody who wanted to be dusted. Norton started 97th and was 9th overall on the first lap. Summers held a strong lead all the way through as Tommy moved up each lap. For four hours it was hot and dusty. Then, over towards 93, a huge black Posiden Adventure rain front was glooming. It rained BIG TIME.

Everyone's prayers were answered twofold. All good lines—kiss 'em goodbye. You removed the a w e s o m e duct-tape job on your air-box? Shucks, now you need

it.

Lee Heliwell of Westfield, Mass., had his hands full Sunday. After starting on number 87 his extra gas started to spill on his butt. Out of desperation he reached back and tried to release the container, ending up with gas all over his gloves. He soon ditched them and finished the lap glove-less. Sounds like fun, eh? Check this out.

Beginning of the third lap he got a rear flat two miles out. It held a bead until four miles. Now, the entertainment would begin. He rode (barely) 24 miles on the rim. The tire was still on, but in no way connected. His only traction was the rim lock. At 93 he couldn't get a run at it so he yelled up "I got no wheel!" The mud fleas snatched his bike up and then up came Heliwell. "Dude, when I got up there they had my bike up, running, in gear and with the clutch in!"

They announced to the Heliwell pits that he was coming in on the rim. I went to the Kawasaki pits and asked Roeseler's mechanic for a loner tire. Ten minutes later here comes Heliwell. Knowing there was no other choice for help, he rode right to the Kawasaki pits. They changed his wheel while we gassed and



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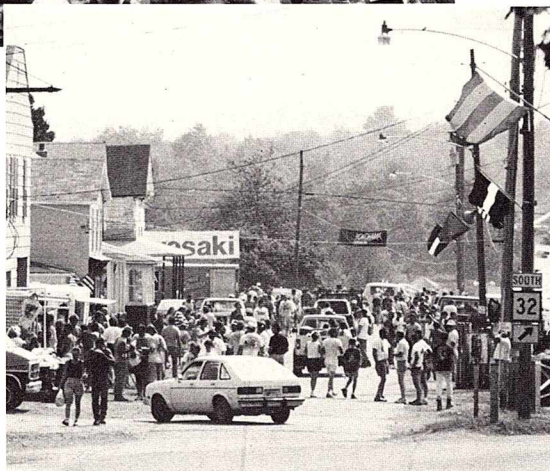
Discounts for groups - Non riders welcome
Ask for Doc's Personal References - 10 years motorcycle riding in Mexico.



Just like Woodstock, there are probably more than a few Blackwater fans that have never noticed a race going on. The Tucker County Alpine Festival estimates the annual crowd in excess of 30,000 people.

changed goggles, and he was out in three or four minutes (muchas gracias to Team Green).

He did need a psychological spanking from Lombella to motivate him to do the last lap, but in true spirit he did four laps, ending up fifth A250. The four riders in front of him were all factory sponsored and the three to follow (Scott Phelps, Dave Gunn, John Towslee) were all from New England.



And then, the fateful last lap:
Jerry: "At the end of the third lap you and Hyde were close?"

Tommy: "I never saw him until we were leaving the pits, and I caught him at the next river crossing. We diced back and forth, then I was in front and I thought I blew a wheel bearing. About a mile later my bars pitched to the left and I looked down and my left fork looked like a twisted pretzel (the chrome slider had unscrewed from the aluminum axle holder). Needless to say, I especially had trouble negotiating the moon rocks."

Jerry: "So, Hyde was still behind you?"

Tommy: "No. He passed me in the grassy rocker whoops. Then we were back and forth again."

Jerry: "All this time riding lefty?"

Tommy: "Actually, riding righty because it wouldn't go left. Then he finally pulled away."

Jerry: "You limped on, continuing to pass lappers?"

Tommy: "Yes, Then Blackwell got me soon after the 93 crossing and T.C. got me in the last river crossing two miles from the finish."

Jerry: "You told me you crashed 300 yards from the pits. What happened?"

Tommy: "It was an easy little crash and when I got up the front wheel wouldn't move. I pushed it about 20 feet until it broke free."

Jerry: "Ending first 200A and sixth

CLIFF'S CYCLES

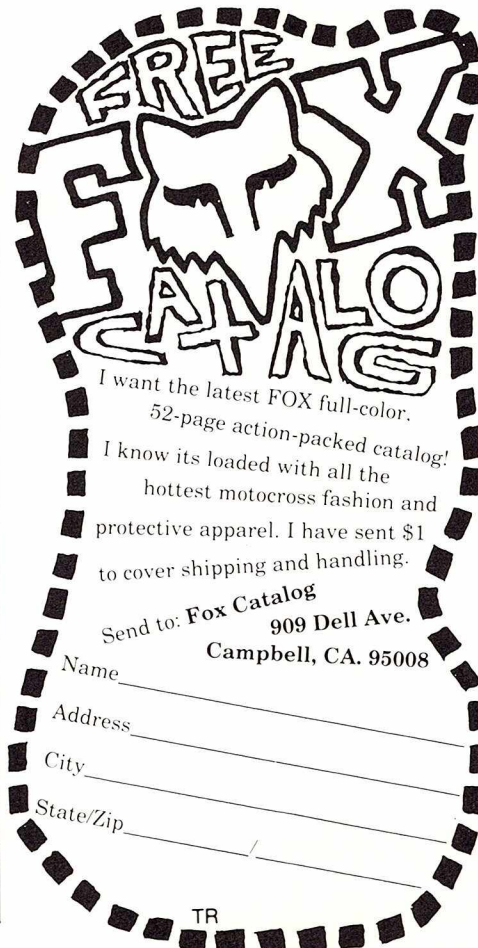


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overall?"

Tommy: "Yes. Considering the natural conditions, Dave Coombs did an excellent job."

Jerry: "Did you have fun?"

Tommy: "For three laps."

EPILOGUE

Random Notes from Blackwater '91

"I'm going to break away at the beginning and continue to knife my way to the back!" —Brett "Parts Puke" Burkitt, H&H KTM/ FAH-Q Racing, after picking number 2.

"L.R. wants to win Blackwater." —Larry Roe-

seler, Team Green (out second lap, mechanicals).

"I already blew it. I picked a bad number."

—Scott Summers, Team Honda, overall winner, after picking number 52.

"UNAF@#KINBLACKWATERDILLA!" —Unknown drunk, Jim Beam.

"I already took four dumps." —A nervous Lee Heliwell, Kawasaki.

"Let's go get ice cream." —Tommy Norton, KTM, after picking number 97.

"Those guys from New England really have a

good time." —Announcer Tim Conner, on the big FAH-Q cheering section.

We drove home Monday in nine and a half hours to Southwick, Mass. Later, at home, I asked Tommy if he had to do it over again, what would he do? "Pick a better number" he replied. If I had to do it all over I'd leave out the pedal-vampire bites on my scar-ridden shins and watch last year's video.

Jerry Bernardo
President for life,
FAH-Q Racing □

Blackwater 100

Class Results

Overall

1. Scott Summers Hon 5:39:56
2. Duane Conner Kaw 5:46:31
3. Mark Hyde KTM 6:01:33
4. Doug Blackwell Kaw 6:05:49
5. Terry Cunningham Kaw 6:07:13
6. Tom Norton KTM 6:09:35
7. Tommy Harris Yam 6:20:35
8. Harvey Whittaker Hon 6:21:04
9. Craig Jones Kaw 6:21:59
10. Jeff Fredette Kaw 6:32:04

Open A

1. Mark Hyde KTM 6:01:33
2. Steve McSwain KTM 6:50:12
3. Paul Lemon KTM 7:19:55
4. Mike McHale KTM 7:23:00
5. Tony Vanet KTM 5:26:33

250 A

1. Duane Conner Kaw 5:46:31
2. Doug Blackwell Kaw 6:05:49
3. Terry Cunningham Kaw 6:07:18
4. Jeff Russell KTM 6:39:14
5. Lee Heliwell Kaw 6:39:46

200 A

1. Tommy Norton KTM 6:09:35

2. Craig Jones Kaw 6:21:59
3. Jeff Fredette Kaw 6:32:04
4. Gene O'Neil Yam 6:33:17
5. Michael Burk Yam 6:49:24

Four Stroke A

1. Harvey Whittaker Hon 6:21:04
2. Michael Cornell Hon 6:57:46
3. Robert Ruby Hon 7:12:13
4. Tracy Warrington Hon 7:24:10
5. Matt Spigelmyer Hon 5:12:50

Junior

1. Mike Lagomarsino KTM 6:50:44
2. John Vincent Yam 7:11:30
3. David Molnar Yam 7:27:30
4. Kenny Workman Suz 7:32:10
5. Michael Hendrix Yam 5:45:41

Veteran A

1. Tommy Harris Yam 6:20:35
2. Jeff Murgel Hon 6:33:59
3. Richard Kresic Yam 6:34:37
4. Jack Penton KTM 5:10:11
5. Mike McCarren Yam 5:48:03

Senior A

1. Joe Lojak Yam 7:29:00
2. Warren Finch Yam 5:46:02
3. Alan Desrosiers Suz 5:47:47
4. Denis Laliberte Hus 6:04:26

5. Carl Watson MSt 6:36:49

Super Senior A

1. Dave Coombs Yam 5:57:04
2. Richard Karr Suz 6:26:42
3. Don Harless Yam 4:56:28

Open B

1. Sam Dyke KTM 5:43:37
2. Mark Snyder Kaw 5:47:02
3. Doug Miller Kaw 6:01:27
4. Eric Houck KTM 6:05:49
5. Lawrence Huffman KTM 6:06:30

250 B

1. Richard Bryan Suz 7:03:53
2. Russell Weist KTM 7:40:00
3. Shawn Brell Yam 7:52:00
4. Jeff Lowery Yam 5:30:43
5. Daniel Ford Suz 5:33:46

200 B

1. Tim Aretz Yam 7:17:00
2. Todd Morain Hon 7:33:00
3. Ernest LeClerc Yam 5:42:06
4. Craig Shenigo KTM 5:57:46
5. Kevin Hull Yam 5:58:55

Four Stroke B

1. Mark Niggemyer Hon 5:47:52
2. Doug Hyatt Hon 5:50:16
3. Mike Treadway Hon 6:10:18

4. John Thompson Hon 6:12:26
5. Warren DePree Hon 6:18:49

Veteran B

1. Manley Bradshaw KTM 7:23:00
2. Adam Cadle Yam 5:30:59
3. Marty Strouse ATK 5:38:21
4. James Myrick Hon 5:40:32
5. Sam Forrester Yam 5:41:12

Senior B

1. Buster Damewood Suz 5:57:05
2. David Dehner Kaw 6:12:35
3. Philip Andrews Hon 6:15:20
4. Bud Wyatt Hon 6:16:30
5. Frank Erbe Yam 6:18:40

Super Senior B

1. Roger Schultz ATK 6:11:00
2. Vince Vredenberg Hon 5:50:22
3. Larue Hart Yam 6:16:30
4. William Yontz Suz 6:47:00

Team

1. Tom Bataille/Mark Adkins KTM

Novice

1. David Bailey Suz 5:59:43
2. Ken Minnix Suz 6:07:46
3. John Huegel Yam 6:11:39
4. Daryl Allman Yam 6:12:40
5. Mike Denison Suz 6:19:50



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September 1, 1991 • 9:00 AM

Requirements: Any spark-arrestor equipped trail bike, 1975 or older. No street registration required!
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BLACKWATER 200

The easiest riding you'll ever do in Davis!

By Paul Clipper, photos by Clipper and Dickson

Davis, WV 6/8-9

An awful lot of people were scared away by Dave Coombs' Blackwater 200 Dual Sport event. I know they were scared, because they weren't there. Saturday morning, when we queued up for the start, there were only about 80 brave souls ready to do battle with the endless bogs, the brutal rocks, and the killer hills of the fierce, legendary Blackwater terrain.

And four hours later they were back, laughing and smiling, most still quite clean and ready for an afternoon of gentle diversions or more play riding. It was probably the easiest riding anyone has ever done in the Davis area, and any dual sport enthusiast who missed it ought to be kicking herself or himself right now.

There was a good reason to be scared, though. You see, Dave Coombs, trail boss of this event and of the famed Blackwater 100, has a screw loose. He's not bowling with a full set of pins. In other words, he's a taco short of a combination platter. Deep inside the recesses of that largely unused brain of his live the neurons of a dirt bike demon, and he has the ability to take any quantity of people you can supply and run them so far into the wilderness that they literally will never come back alive. He knows places back in those woods that will make the movie *Deliverance* look like a Sunday in the park.

People know this, especially veterans of the Blackwater 100 who remember the old days, when it was a tough race. So when he advertises a dual sport event and notes on the entry blank that this is his personal trail ride, and that knobby tires were required...well, it's a wonder he drew more than a half-dozen people with no necks.

I found out that it was going to be a cruise on Friday night. Sitting down to dinner with Dave Coombs and Jeff Russell, who had just gotten off the course, Dave whipped out a route sheet

"Yeah, Dave, but only nine instructions?" I asked.

"How many do they need?"

Okay, this was his first dual sport event. "Well, I know I'd like to see some sort of instruction for each major turn..."

"Those *are* the major turns!"

By the end of the evening we had redesigned the route sheet to be a little more descriptive, but it didn't really matter. Dave had spent the last two days arrowing the whole course, so you could ride it with one eye slapped shut and not get lost. By the time we were finished Sidney Dickson had arrived with a supply of Guatemalan rum, and we retired for the evening intent on being fresh and ready for the ride by nine A.M.

GENTLEMAN, START YOUR...

The best laid schemes o' mice and men often go astray, as Robert Burns has been quoted forever, and though we were ready in the morning I can remember times feeling fresher. Most everybody was up early and ready to go, champing at the bit, as it was, and

Dave made them wait until nine o'clock, planning to leave just a few minutes before the pack to make sure the arrowing was fine. This was not the best of plans either, since the leaders of the pack soon caught up to him and pushed him "harder than I want to ride! Them New Yorkers are crazy!" he said afterwards. On Sunday he took a half-hour head start and actually got to ride at his own pace until the noon stop.

We left the Blackwater Lodge and headed out



Dave Coombs leads the troops out on Saturday. In the background is the Blackwater Lodge, a great place to stay when you're in town.

and handed it over. I expected a roll chart six feet long with instructions like "86.9 R at nest of poisonous snakes" or "43.6 L at pile of sun-bleached bones." Instead, it was a single page, about nine instructions to cover 152 miles of riding.

"I found a lot of stuff out there, but I couldn't take these bikes over it!" he said. "You can get these DRs in all sorts of trouble back there, and I didn't want to have to pull people out all night."

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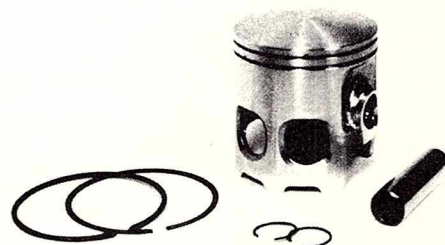
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The toughest part of the course was a nice river crossing on Saturday.

on one of the State Park dirt roads, looping 15 miles around to the upper edge of Canaan Valley. The Lodge, by the way, is a great place to stay. Situated on top of a hill deep in the Park, it's clean, relatively inexpensive, quiet and the food is very good. Anyhow, the first dirt road was taken at an over-exuberant, frantic pace, and then we dropped out onto Route 32 below Davis. The next 15 miles or so was windy, twisty asphalt that had the guys on 600s and bigger bikes just groveling in glory, and us 350cc riders doing all we could to spank our mounts up to pace. When the first 50 miles went past

in just about an hour we were starting to figure out the layout of the run. It was going to be easy, fun, enjoyable riding; you didn't really need knobbies, hell, you didn't really even need a dirt bike!

The lunch stop on day one was a tiny little general store in a tiny little town call Bemis. Carrie Coombs, Dave's daughter and the actual promoter of the event, and Dave's wife Rita had laid out a spread that would have shamed most banquet halls. They had three or four different types of salads, lunch meats and cheeses, beans, breads, chips, sodas and other drinks, a huge bowl of fruit and a number of sweets. It was a trail rider's dream lunch stop, and most of us lingered an hour or more.

The afternoon half of the ride was spent on more asphalt roads and glorious riverside dirt roads, and was only punctuated by a Blackwater-style river crossing that Dave had to throw in. It was only a foot of water, but the river bottom was full of large, slimy boulders. Some of us had a little trouble, but no one would admit to falling later on. Dick Burleson was along on the ride, and rumor had it that a little off-course improvisation resulted in one XR250L full of water, but he wouldn't admit to that, either. Tight-lipped bunch, these trails riders.

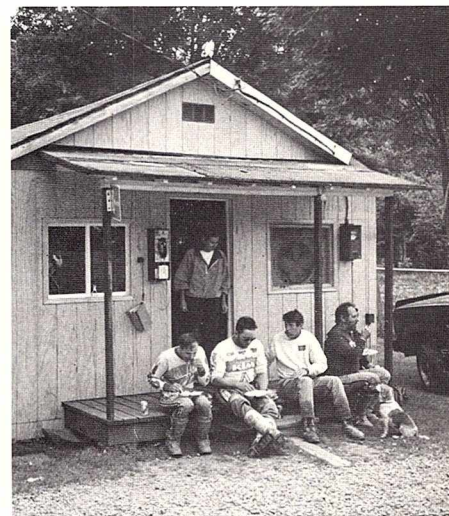
ONLY THE FOOLISH

We arrived back at the Lodge before 3:00, after 138 miles of riding. We were all feeling kind of cocky and well-rested, and the more foolhardy among us lined up for a little bonus ride--a free trip around the Blackwater 100 course...well, it would be a trip around some of

the parts of the course that Dave maybe thought he wanted to use. In other words, we did some trail breaking on dual sport bikes.

We crossed both of the rivers on the powerline. We banged through the rocks on the powerline uphill. We slithered down a downhill section, and then the back markers were left behind in the thick woods. That included me and Sidney, and we thrashed around a bit, tested some bogs, got lost for a little while and ran into Burleson and Bill Arnold coming down an im-

Lunch at the Bemis general store. The food was beyond compare for a trail ride!



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September 15, 1991

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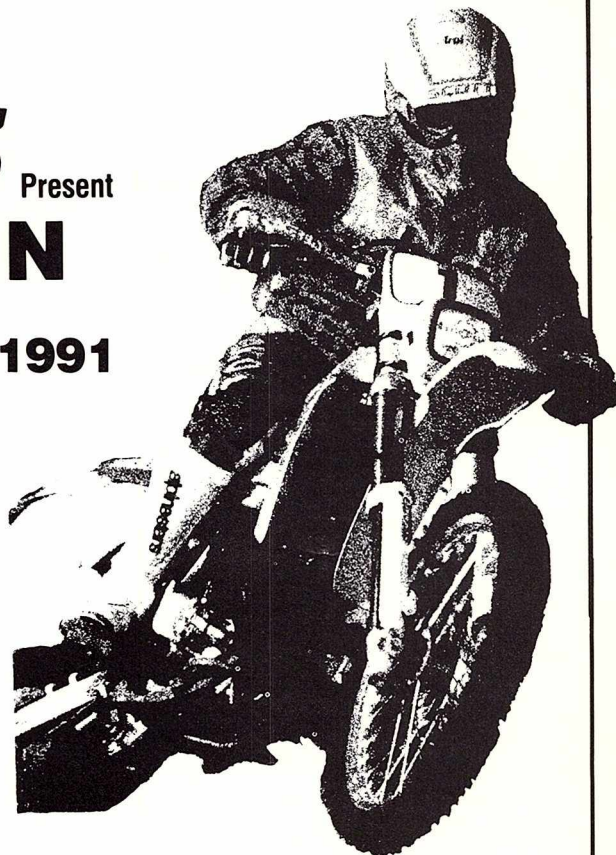
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possible hill climb that we had stumbled on.

We decided we'd done enough climbing there, and followed DB over to the foot of Cabin Mountain and the infamous climb up through the woods that made it into last month's Last Over column. I had to show Sid the top of Cabin Mountain, and, once there he was suitably impressed.

We did the downhill, got lost again, then decided we'd had enough action for one day. I've seen plenty of the Blackwater course, and it looks a lot fiercer from the saddle of a dual sport bike.

Dinner at the lodge, early to bed, and on to the next day. With a six hour drive home and a deadline to deal with, I made it a point to try to "win" the second day, and after an hour of riding I broke into the lead.

This second day took us to all the scenic spots in this end of West Virginia, and there is some gorgeous scenery. We started with a loop through Dolly Sods wilderness area--on the road, of course--then looped down to Seneca Rocks. Had we been in a touristy mood, we could have taken in Smoke Hole Caverns and Seneca Caverns along the way, but we were riding. The next stop was Spruce Knob, the highest point in the state, and we stopped for a lookout over the mountains. Beautiful!

From there we were routed to a spot called the Sinks of Gandy, where a stream runs right into a cave and comes out on the other side of

the mountain, but I doubt if any of us ever saw it. Some enterprising fool saw fit to change the arrows and route us 15 miles off course before we realized we'd been had, and when we finally arrived at the lunch stop after the 30 mile round trip the Coombs' were wondering where we'd been.



Lunch the second day was even more ambitious than the first. Dave and his family must not eat like this normally, or they'd all be round as pumpkins. The after lunch ride was a short one, only 45 miles meandering back to Davis, but it still included some of the most impressive dirt roads and scenery of the weekend. A section of tar road, Route 72, was repeated from the day before, and it was well worth riding again. If I ever find myself in possession of a Ducati 851 Sport I know exactly where I'm

going to take it: Route 72 in West Virginia; and I'll come out with the tires smoking!

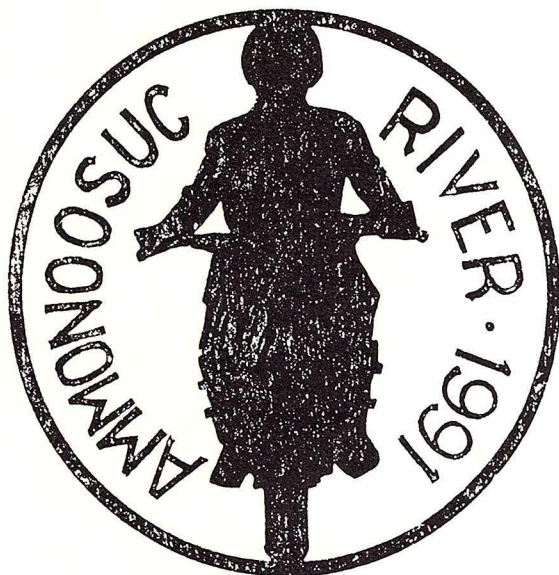
POKER RUNNERS

Back at the Blackwater Lodge the gang finished up with a poker run drawing and handing out a variety of contingency prizes. I missed it, of course, since it took only about 30 minutes of changing and loading before I was headed back to the office and another week under the fluorescents. We had ridden almost 350 miles over the course of the weekend, and it was all so much fun I'm ready to go back tomorrow.

The absolute best plan, if you wanted to take in the whole Blackwater experience, would be to make reservations at the Lodge from the Friday night before next year's dual sport to the next Sunday night; bring your dual sport, your dirt bike and your mountain bike and spend the whole week on two wheels, finishing up with riding the Blackwater 100 on Sunday.

My idea of off-road heaven!

Predictions for next year: expect the dual sport ride to be a little bit more challenging, as Dave gets more familiar with the back roads and trails outside of the Blackwater River valley. He also has a handle on what the dual sport riders can negotiate now, and there's always the chance that it might rain, even though we had perfect conditions this year. But, no matter what the conditions I think I'll be back, and I recommend this ride to anyone!



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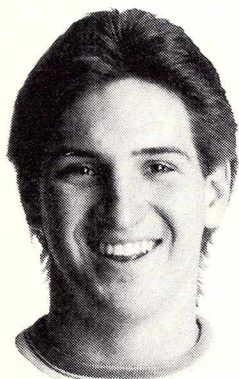
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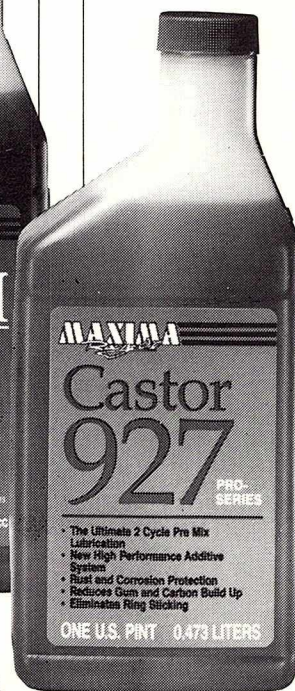
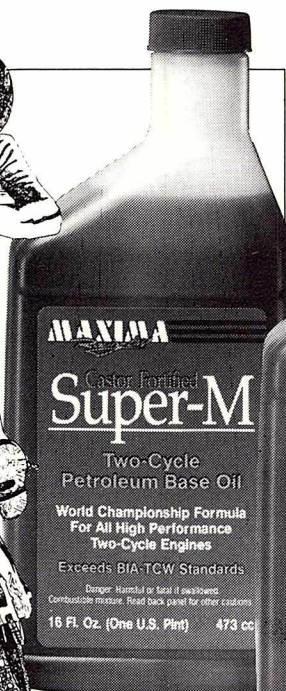


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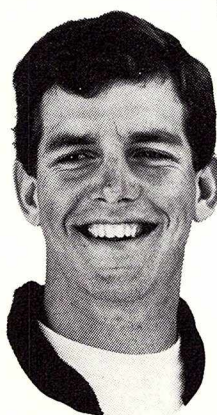


Dan Smith

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RHODY WOODSOCROSS

A sand pit and no rocks...surprise!

By Mike Snyder

West Greenwich, RI 6/9

The Woodsocross National Hare Scrambles, located at West Greenwich, RI turned out to be a strength-sapping event, thanks to the diligent work performed by the Rhody Rovers Motorcycle Club. Unfortunately, due to a lack of rain and the choice of a sand quarry as a starting area, a problem with dust had developed. The course looped around the quarry and, fortunately for the 320 riders who competed, dove into a very tight and surprisingly, rock-free trail system which was very loamy and void of almost all dust. The course then re-entered the sand quarry to complete a lap.

If the phrase "persistence pays off" ever applied to anyone, that someone had to have been Team Honda's Scott Summers, as he pulled the overall win on his Hondaline TX10/Oakley/PJ1/Bridgestone/White Bros/Sprocket Specialists/Tsubaki/CT1/Arai/Power Mist Racing Fuel XR 600 Honda.

Coming in second was multi-time National En-

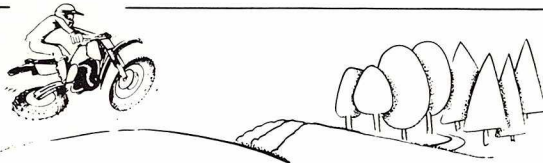
duro Champion and Team Green-supported Terry Cunningham, who himself rode a methodical race to steadily work his way up the leader board. New Jersey National Enduro competitor Kevin Bennett roared through the blinding dust on a XR Honda, instead of his CR 2500 Honda trademark. He past three waves of riders in front of him, finishing in third place, ahead of ATK's Ed Lojak. Lojak had shaken off the effects of a bad crash to claim the fourth place spot. Rounding out the top five was local competitor Bob Simeon, riding a Honda CR250, who almost nipped Lojak but had to succumb to the effects of a bent rear brake lever, which allowed Ed to beat him by only 2 seconds.

The only notable absence was Team Green hot-shoe Aaron Hough, who didn't compete due to damaged ligaments in his knee and a badly strained back which he received at the GNCC round held a week earlier at Buckhannon, West Virginia. Team Green racing technician Greg Quador wasn't sure if he would be at

National



Overall winner Scott Summers in the only patch of rock-free woods in Rhode Island!



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Blackwater, which was being held the following weekend.

The dust problem at the start became apparent as the amateur (or "C") classes were being run. That particular race was won by Brad Rotman (a local rider from Guilford, CT), in devastating style. As the last few of the amateurs rolled off the track, the AA, A and B classes were lining up to begin their three-hour ordeal.

As the race began and the AA riders rounded the first turn, it was Suzuki rider Michael Carlon who nabbed the holeshot, but it was short-lived



Tom Norton shows another rider what being passed is all about. He wadded up his chain and finished out of the top spot, however.

as KTM's Scott Plessinger and Team Green's Duane Conner both muscled by a few turns later to engage in their own private battle. When the two factory stars appeared at the scoring barrels, it was still Plessinger leading, but by only three seconds over Conner.

Lojak flew by next to try and catch the two riders ahead of him. Summers came by next. He was a victim of a first lap fall and was trying to work his way back up to the leaders. As he later explained, "I was actually ahead of both Scott and Duane in the back portion of the sand quarry, but I fell and everyone went by me. I managed to work my way back into the lead by the second lap, but on the next lap, I hit a stump or root or something with my foot which caused it to go numb. I decided to cruise and try to stay in the hunt."

Plessinger and Conner would continue to swap the lead back and forth with Summers looming about half a minute back, just waiting for a mistake. Team ATK's Ed Lojak was about a minute behind Summers riding, what he would later say, "A bike that wasn't set up for the deep sand at all. It's a shame, too, because the ATK handled great through the trees."

The sand began to take it's toll on the bikes when, as Scott Plessinger explained, "The bike started to run very badly and I came into the pits to change the air filter. I went back out, caught back up to Duane, diced with him a couple of laps, only to crash my brains out in the woods over some root on the sixth lap. I tried to go on, but I had a hard time breathing,

so I decided to call it a day. It's too bad, too; I finished second last weekend at Buckhannon so I figured I was on the come-back trail after my injury in April (he hyper-extended his knee)."

Plessinger wasn't the only rider to have problems, as Kawasaki's Greg Quador admitted, "When Duane went by on the next to last lap, he was shaking his head and his engine didn't sound very healthy. Soon after that, the bike seized up solid and was full of sand." The Team Green/Dunlop/MS Racing/Bell-supported Con-



Kevin Bennett did some serious whipping on an XR250, and took the A Four Stroke class win.

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Ed Lojak was piloting a bike set up for rocks, not sand. He still finished third in the AA class.

ner later confirmed, "The bike ran beautifully until about the end of the fifth lap, when it began to lose power. I tried to nurse it home, but to no avail. It's too bad because I really like riding in the sand, so we had an excellent shot at the overall."

After the misfortunes of both Conner and Plessinger, Scott Summers reassumed the lead on lap seven, which he would hold comfortably to the end. "At about the midpoint of the race, I was only 35 seconds down on Duane and Scott, so I fell I could have reeled then in—who knows? It could have been a really interesting race. Anyway, I'll take the win either way. With the win today and Duane's misfortunes, I've got

a pretty substantial points lead now. I've got three wins, a second and third.

"It feels pretty good to have such a strong lead so early in the series. Since my luck hasn't been so good in the GNCC series, I'll probably start to concentrate on that championship now. I'd like to thank Fred Bramlet, my mechanic, for helping me. He's a great inspiration, as well as a good friend."

Team Green-supported Terry Cunningham rolled in behind Summers to claim the second overall spot, to which he later stated, "I just tried to stay constant. I fell on the first lap when I tried to avoid Scott Summers' accident. When I got going again, I realized that I wasn't going to catch the leaders, so I just cruised around hoping for a mistake. I'm not doing too well in this series, three throw-aways and two seconds, but I'm only one point out of first place in the GNCC series, so the outlook on that one is bright."

New Jersey hot-shoe Kevin Bennett boomed in behind Cunningham to claim the third overall position. "I never passed so many riders in one event. The thumper was a blast to ride, but if I knew about all the sand earlier, I probably would have brought my CR instead. The dust was a little bit of a problem, but everyone had to deal with it, so all in all, it was a good, fun ride."

ATK-sponsored Ed Lojak was next, and he claimed the fourth place overall. "I crashed hard over some roots. I didn't know where I was for



The sand was as deep and as dry as sand can get, a fact that came as a rare surprise to a number of racers. It wasn't like a normal Rhody!

a second or two, so I just sat there to shake the cobwebs out and regain my composure. The bike was a little bit of a handful to control because of the deep sand. I'm happy to have finished at all, so I'll take fourth no problem!" Probably the most notable and heartbreaking story had to have been KTM-supported and

Continued on page 32



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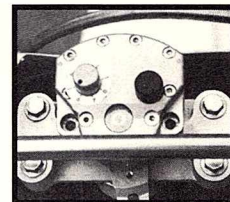
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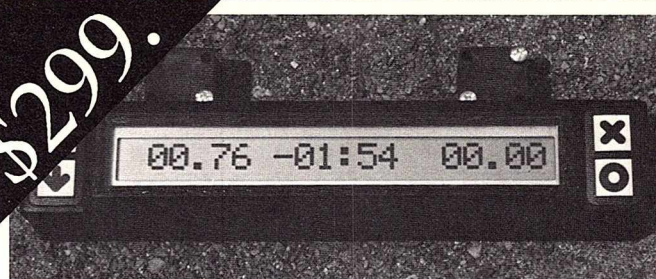


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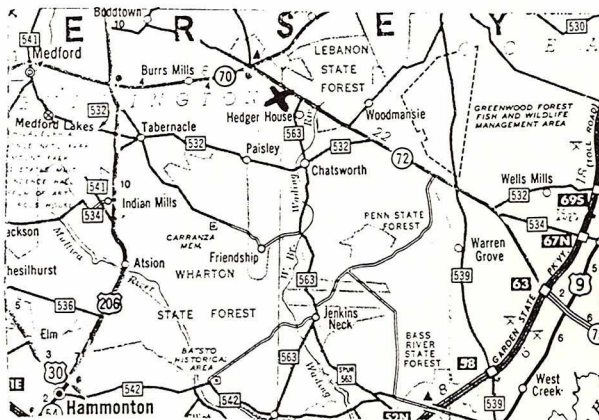
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Rhody Woodsocross

local hero Tom Norton, who got the 125 KTM up to second place on the last lap, screaming

the bike all around the sandy course, only to have the chain guide break. "I went through the barrels on the last lap. I had second sewn up. Unfortunately, the chain guide fell off, which

Woodsocross National Hare Scrambles Class Results

Scott Summers Hon

Overall Champion

AA

1. S. Summers Hon
2. T. Cunningham Kaw
3. E. Lojak ATK
4. T. Norton KTM
5. D. Conner Kaw

A 125

1. T. Stavens Kaw
2. K. Law Yam
3. J. Hazelwood Hon
4. M. MacFarlane Hus
5. B. Lowe Kaw

A 200

1. S. Wall Kaw
2. G. Thurman Yam

A 250

1. B. Simeon Hon
2. P. Milliken KTM
3. S. Phelps Hus
4. D. Gunn Kaw
5. C. Crispin Hon

A Open

1. D. McGirr Hon
2. G. Giglio KTM
3. R. Bennett Hon
4. G. Holden KTM
5. F. Towslee KTM

A Super Senior

1. A. Root ATK
2. D. Fitzgerald KTM

A Four Stroke

1. K. Bennett Hon
2. K. Clark Hon
3. H. Whitaker Hon
4. C. Hayes Hus
5. T. Warrington Hon

A Veteran

1. J. Harriman Hon
2. K. Howley KTM
3. G. Wolverton Kaw
4. M. McCarran Yam
5. G. Hill Hus

A Senior

1. J. Lojak Yam
2. J. Simone Kaw
3. A. Desrosiers Suz
4. S. Wilcox Suz
5. B. Wilcox Suz

B Senior

1. J. Petrovic Hon
2. R. Hesser Kaw
3. G. Pease Hon
4. S. Bobetsky Yam
5. G. Circosta Hus

B 250

1. B. Davidson Hon
2. J. Reese Hon
3. J. Day Kaw
4. J. Kelly Hus

5. C. Timothy KTM

B 125

1. B. Doherty Hon
2. T. Ricardi Hon
3. S. DeMauro Hon
4. J. French Hon
5. L. Longo Kaw

B Four Stroke

1. D. Winnas Hus
2. R. Fasoli Suz
3. P. Mooney Suz
4. J. Campetti Hon
5. P. Barbour Hon

B Open

1. C. Bridge Kaw
2. P. Zaffino Yam
3. D. Miller Kaw
4. P. Camill KTM
5. D. Timothy KTM

B Veteran

1. R. Billharz KTM
2. W. Savard KTM
3. P. Leoni Kaw
4. S. Milliken KTM
5. G. Dougherty KTM

C Open

1. E. Duffy KTM
2. J. Rosier Kaw
3. C. Sweeny KTM
4. J. Bryant KTM
5. R. Sawtheson Kaw

C 250

1. T. Teves Suz

2. R. Strumski Yam
3. G. Madore Hon
4. E. Corbel Hon
5. M. Therrieu Suz

C 200

1. T. Landry Kaw
2. F. Mattison Kaw
3. B. Crysler Kaw
4. T. Dabkowski Kaw
5. J. Martin Kaw

C Veteran

1. M. Furia KTM
2. S. Peloquin KTM
3. D. Fredette KTM
4. J. Dunn Jr. KTM
5. T. Willey KTM

C Four Stroke

1. R. Pepin Hon
2. A. DeCubellis Jr. Hon
3. P. Hoar Hon
4. G. Brown Suz
5. D. Jackson Hon

C Women

1. S. Staven Kaw
2. S. Landry Kaw
3. L. DuPont Kaw

C Senior

1. T. Simeon Hon
2. D. Verdetto KTM
3. C. Baker Hon
4. E. Barnes Hon



Dan Plourde again, squaring off a turn near the pits. Dan Looks big enough to give the senior boys some trouble next season!

caused my chain to twist all up in the motor. I was disappointed, but not for myself; for all my friends who cheered me on all around the course."

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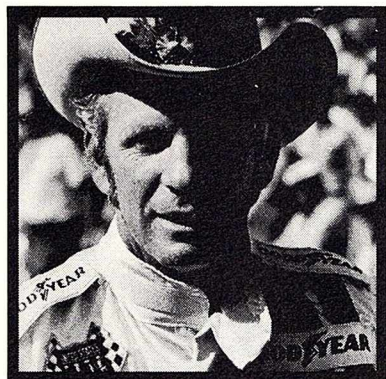
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—Wally Dallenbach



Name: Wally Dallenbach

Occupation: Director of Competition and Chief Steward, CART (Championship Auto Racing Teams); retired Indy car driver; co-founder and organizer, Colorado 500 motorcycle ride; teaches high-speed driving techniques to law enforcement officials

Job description: "I'm basically responsible for the CART rule



book, all of the officials, and the safe conduct for each race. I make sure the events are properly prepared for, keep the rules and maintain the schedule. Where the rule book is vague or doesn't apply, it's my job to make a judgment call. It's kind of like being deputy in a small town."

Auto racing career: Drove in 180 Indy car races between 1965 and 1979; won 1973 Milwaukee 200, Ontario 100 qualify-

ing race, and California 500; won 1975 Ontario 100 and 1977 Trenton 200; started Indianapolis 500 13 times, finished fourth in 1976 and '77, fifth in 1978; retired in 1979 but returned briefly to qualify Mario Andretti's Wildcat VIII Cosworth for 1981 Indy while Andretti drove Belgium Grand Prix. Son, Wally, Jr., won 1985 SCCA Trans-Am title and finished third in IMSA Camel GT competition.

Riding preference: "I've been riding both street and dirt for over 30 years, but the majority of my riding is off-road. Of course, my favorite ride is the Colorado 500, which I've been involved with for 10, going on 11, years."

Bikes currently owned: Yamaha TT600; Honda V65 Magna.

Magazine: "I pick up *DIRT RIDER* to find out what's hot. The thing I look for first is the bike tests; what's new, what's running good, how it compares to the competition. The *DIRT RIDER* editors do a good run-through on a bike, they're honest, and I'm influenced by what they have to say."



MOONSHINE XVII ENDURO

VALLEY FORGE TRAIL RIDERS



September 22, 1991

Key Time 8:00 AM

ECEA AND DISTRICT 4 POINTS



1990 ECEA ENDURO OF THE YEAR!

Start: Brandonville, PA. From exit 36 (Frackville) of Route 81 take Route 61 north one mile to 924 north into Brandonville. Arrowed to start.

Camping Facilities: Camping will be available at the start area. Delicious food and refreshments will be available from the Brandonville Fire Company—spaghetti dinner Saturday, breakfast and lunch Sunday.

Entry Fee: Make checks payable to Valley Forge Trail Riders, Inc. Pre-entry \$22 club members, \$25 non-club members, post-entry \$25. Mail entries to **Tom Wheeler, 1200 Price Lane, Downingtown, PA 19335.**

Starting Position: Drawing for starting position will be September 13th. Entries stapled together will be assigned together. **No phone entries, please.**

Registration: Saturday from 2:00PM to 6:00PM, Sunday from 6:30AM.

Information: Call (215)827-1033 or (215)873-7584.

Evenings only, please limit calls

Requirements: Riders must have valid AMA and ECEA cards. If you don't have an ECEA card you may take the test on Saturday at the sign-up area. AMA applications are also available. NETRA, and SE-TRA license holders will be issued an ECEA card in the same class with no test. You must have a valid motorcycle driver's license.

Bike Requirements: We will require a license plate, securely mounted headlight, taillight, and attached muffler. A sound test will be conducted according to AMA regulations. No bikes are to be started or ridden between 7:00 PM Saturday and 7:00 AM Sunday. Please meet all requirements or be prepared to join the pit crew. No refunds! No minibikes!

Release and Waiver of Liability and Indemnity Agreement

Name _____ Age _____

Address _____

City _____ State _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ Expires: _____

AMA Club Name: _____

Bike Make: _____ Displacement: _____

Rider's Class (check one) District 4 number: _____

- ☐ AA ☐ A ☐ B ☐ C
☐ Senior (40+) ☐ Super Senior (50+) ☐ Vintage
☐ Four Stroke ☐ Women ☐ Veteran (30+)

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

**Participant under 18 must have
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink)

Notary _____

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Z Racing KTM pipes, to fit 1987-88. Brand-new overstock, \$85 each. (714)449-1271 10AM to 6 PM west coast time.

Wanted: Yamaha DT-1 fork brace, KX125 rear disc brake setup. For sale: **1986 Yamaha FJ1200** 6000 miles, exc. cond., \$3500. (413)267-4774.

Parting out: KTM bikes. '88 125MX, '83 495MX, '80 420MX, '75 175 Jackpiner. (216)762-0034.

Ohlins Piggyback shock, brand new, never used. \$550, (609)953-7805.

1989 KTM 350EXC Factory Connection suspension mods, new rings, ables, chain, sprockets, etc. Bark busters, very well maint., clean \$2200 obo. '88 YZ250, exc. shape, \$1500; '87 XR600 like new, \$1800; '79 Chevy van, 6 cyl, runs good, \$850. Call Todd, (203)399-5581 or (203)526-3588.

1989 Suzuki RMX250 Low miles all mods done, ridden 100 miles this year, new gaskets, new tires, new sprockets & chain, lots of extras. Giving up the sport, must sell, \$2300. Call Steve at (508)946-1959.

1988 ATK 250 Low hours, original tires and chain, \$1800 obo. 1990 Beta Zero, water cooled and trick! \$4300. 1991 Husaberg, low low hours. (908)526-9307.

1988 1/2 KTM 600 four stroke. Purchased new late '89, includes all updates. Lighting kit, used as playbike. 20 hours of use, very nice cond., \$1600. 1979 Honda CR250 Elsinore, like new, stored 12 years. Includes extra Fox Forx, swingarm and more. Collector's bike, \$1250. Call Ed, (609)693-9266.

1987 Yamaha TW200 Trailway dual sport. Very clean, wife's bike, 800 miles. \$995 obo. (609)488-9498 before 7 pm.

Wanted: **KDX200** 1989 or newer. Engine main concern, can be wrecked. Need for project bike. Call (302)697-3222, Stewart, days.

1988 Husky 430WR Slid plate, fork boots, MX rear fender and number plate, new front tire, brakes, sprocket and grips. \$1600. 1974 Bultaco 350 Alpina frame. Sand blasted, new paint, new seat, cables, grips, brakes. Comes with extra forks and wheels, needs piston and rings. \$500 or trade for what have you. (508)772-3568.

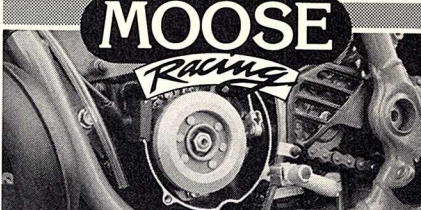
Wanted: **Triumph Cub** and Wizzer motor bike. Contact Joe Morel for cash or trade. (508)695-2061.

1990 CR250 Honda Bib Mousse tubes, Bark Busters, new chain and sprockets, new filter and top end, odometer and Ghost computer, flywheel. \$2500, call Jeff, (908)671-1073.

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1990 KTM 250EXC Exc. cond., low miles, revalved suspension, many extras. \$1800, (203)875-2599.

MOOSE

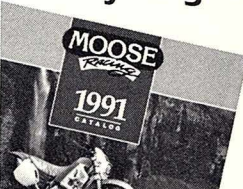


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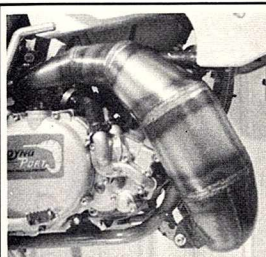
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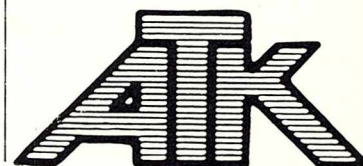
Alpinestar Tech IV Boots	\$199.95
Alpinestar Tech I Boots	\$169.95

HELMETS

Bell Moto 5	\$189.95
Arai MX Pro Solid	\$179.95
Bieffe BX-6	\$95.95

ANCRA

Blue Tiedowns	\$13.95
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ATK Accessories

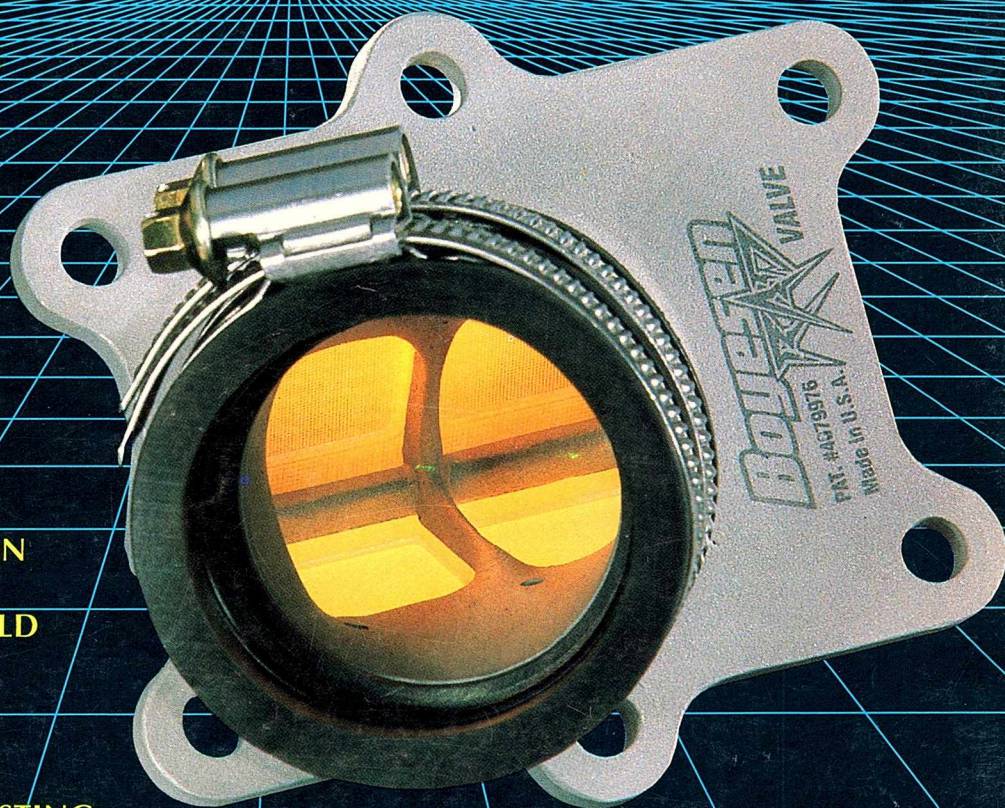
Skid Plate	\$59.95
Rear Brakes	\$18.95
S.A. Pro Silencer	\$74.95
Roost Boost	\$49.95
Bike Shoe (Alum.)	\$84.95
Kick Stand (Alum.)	\$55.95
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